

Ward Cove Cannery Site Phase 1 Development Plan April 2007



Photo Courtesy of The Nature Conservancy and
the National Oceanic and Atmospheric Administration

Ward Cove Cannery Site in Craig Alaska

Prepared by Craig Planning Department

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Chapter 1

Introduction, Background and Scope

Introduction

The purpose of this development plan is to chart the course of development for the Ward Cove Cannery Site in downtown Craig. Because of the historical, cultural and economic considerations of this development, the City of Craig has determined to include as much public input as possible as it develops the site. A Public Review Draft was prepared in July of 2006. Notices were placed in the Island News and posted at the US Post Office, First Bank and City Hall in Craig. Copies of the document were made available by mail or for pickup at City Hall, Whale Tail Pharmacy, Voyageur Bookstore and the Craig Public Library. A copy of the Public Review Draft of the plan was posted for viewing and download on the City of Craig website. Comments on the plan were taken by letter, email and in person at various meetings scheduled between August and December 2006. A joint Planning Commission, City Council and City Staff workshop was held January 3, 2007 to consider public comments and incorporate them into the development plan. The consensus of the joint meeting participants was to concentrate on development of the harbor, parking, access and some upland development on the east end of the upland and on the tideland portion of the property and leave planning for the central and west end of the upland property to be completed in a second phase when the needs created by the new harbor or private proposals drive completion of the development. This document is a result of the Public Review Draft process and incorporates background information, existing conditions, stakeholders, potential uses, preliminary site conditions, harbor expansion plans, and public comments made throughout the process. This document is designed to act as a development guide that meets the goals of the City of Craig and its citizens. The City of Craig will retain some flexibility to meet changing needs, site conditions and opportunities. On March 12, 2007 the Craig Planning Commission recommended adoption of the plan with six recommended changes. On April 5, 2007 the Craig City Council adopted the plan without the recommended changes of the Planning Commission.

Background

The Wards Cove Packing property consists of approximately five acres of upland and five acres of tide/submerged land located on Klawock Inlet¹ adjacent to the Craig commercial/retail district. The property was used as a fish cannery starting in the early 1920s. Columbia Wards Fisheries, a joint venture of Castle and Cooke and Wards Cove Packing, purchased the property from Libby McNeil in 1959. Wards Cove Packing acquired full ownership interest in 1988.

Primary infrastructure at one time included the bulk fuels facility, a fish processing plant, and a boat maintenance and storage facility that included wooden boat ways and a “steam donkey” winch house.

The upper yard consisted of seven above ground bulk fuel storage tanks, a pump house, a truck-trailer loading rack, above-ground piping, and a pipeline corridor that extended to a boat fueling dock. The bulk fuels facility was constructed by Standard Oil of California, a corporate predecessor of Chevron, in the 1930s. It was operated by Chevron until 1986

¹ Historic file information refers to Klawock Inlet as Bucareli Bay.

when it was purchased by Ingram Oil. White Pass Alaska purchased Ingram Oil's assets in 1987. The City of Craig issued a building permit to White Pass for construction of three 26,000 gallon tanks and two 12,000 gallon fuel tanks at the old tank farm. The tanks were installed between July, 1991 and February, 1992. Harbor Enterprises (d.b.a. Petro Marine) purchased the facility from White Pass in 1995 and operated it until 1999. The tanks were demolished in November or December of 1999. Some scrap metal and cut tanks were given away to local residents for reuse. The remaining debris was either recycled or taken to the local landfill.

The lower yard was comprised primarily of structures associated with the fishing industry. A bulk fuels truck trailer loading rack serving the Chevron facility was once located near the intersection of Third and Water Streets in an area currently used for parking.

The City of Craig has looked at the site for possible development for a number of years. The United States Congress passed legislation in 2004 authorizing an appropriation of USDA Forest Service funds to purchase other city owned property from the City of Craig. The revenue generated by these land sales would help to pay for the purchase of the Ward Cove Cannery Site. Appraisals of the city owned property and of the Ward Cove Cannery Site were conducted in 2005 and 2006. Senator Stevens' staff is currently working on an appropriation for the USFS to purchase the Sunnahae Trail, 320 Acres of land at the top of Sunnahae Mountain and two city owned parcels along Beach Road as part of that legislation. The city administrator worked throughout 2005 with Ward Cove to negotiate a purchase price. In early 2006 the City of Craig, with the city council's approval finalized the purchase of the property for \$1.75 million. This included a \$1.2 million payment which the city council voted to finance using earnings from the city's endowment fund; and \$550,000 which would be carried by Ward Cove for up to 10 years. If the USFS appropriation is approved the funds from that appropriation will be used to pay on the \$550,000 carried by Ward Cove. Senator Stevens' staff is also working on a line item appropriation in the federal budget to provide \$750,000 through Housing and Urban Development for debt reduction. Both of these appropriations are in the current draft of the federal budget, but the budget is still pending and may be modified, including these line items.

At the conclusion of the 2006 Alaska Legislative session the state legislature approved a \$1 million appropriation for development of the Ward Cove Cannery Site. This funding has been provided to the City of Craig through the reimbursable legislative grant process. This grant may be used for debt reduction, infrastructure, renovation, environmental work or any other project pertaining to the Ward Cove Cannery Site development. The funding may be used as state/local matching for federal grant applications.

Over the past decade the City of Craig has opened negotiations with the US Army Corps of Engineers regarding the construction of a new marina on the tidelands. The Corps has completed preliminary studies and recommends the site for a new marina and is waiting for city funding in the environmental assessment process. At a recent meeting with representatives of the Corps of Engineers Civil Works Division the corps provided estimates that an environmental impacts study will cost between \$800,000 and \$1,000,000 and require that 50% of the funding be secured by the city with the corps providing the other 50%. The City of Craig will open a dialogue with the State of Alaska and other sources to have some help fulfilling the 50% non-federal match requirement for this study. The City may also provide some in-kind match as a portion of the non-federal match. The current \$1 million state grant appropriation may be used as a non-federal funding source for the city's match to this environmental work. Although there are less expensive ways of achieving the corps

permits necessary for construction, the corps will only make construction contributions for breakwaters and channel work if the full assessment is completed.

Scope

The purpose of this document is to outline the first phase of a phased development plan based on community needs and desires; and availability of resources. The development plan is meant to be flexible and adapt to further information (such as building conditions and funding) as they develop.

This plan includes a cursory look at the condition of the land and the improvements currently located there. It does not include engineer's, architect's or inspector's analysis of specific conditions found in each building and on the site overall. The plan does not contain all of the plans for infrastructure development (water, power, sewer, etc.), but does contain some general preferences on location and types of utilities that will be put in place. More definitive plans will be designed by an engineer as the development progresses.

The plan contains a list of possible uses for the property based on public meetings held in 2005. Not all uses listed will be accommodated on the property, and all future uses may not be included on the list. The plan focuses more on "types" of uses and the use of land and improvements on the site to accommodate those with a few specific uses identified. For example, the list contains several potential commercial/office/tourist uses. The development plan looks at space for those types of uses, but does not identify specific space for any one use.

Although the plan is not to be considered "cast in stone" it is intended to provide a structured method of development and use of the property for short, medium and long terms. The plan for development is divided into several phases to meet immediate needs, to place things in the right order and to best utilize available resources.

Chapter 2

Conceptual Land Use Plan and Public Review Draft

A conceptual land use plan was drawn up and adopted by the City of Craig. This plan was originally drawn in January 2006 and was presented to the public. Public comment was invited on the plan at a workshop held January 11, 2006; Planning Commission meeting held January 26, 2006; and a City Council meeting held February 2, 2006. The conceptual land use map and plan were adopted by the Planning Commission as a starting point for an eventual land development plan. There were a number of issues that were discussed by city staff, city officials and members of the public at all three meetings. Most of the public input revolved around uses, historical and local flavor aspects of the property, harbor comments and general comments.



In addition to the conceptual plan there were several months of public comment on the draft of this plan. Uses, historical aspects, local flavor aspects, harbor development and other development considerations drew a number of comments. Those comments were considered in the final development of this plan. A synopsis of all comments is contained in Appendix A of this document.

Potential Uses. Most of the discussion centered on the possible uses of the property. The overall discussion showed that a variety of uses spanning commercial, light industrial and public zoning would be appropriate for the site and would be compatible with other uses. Some of the uses suggested were more exclusive of other uses, either because of their size or their incompatibility with surrounding uses. Here is a list of potential uses generated by public comment and by city staff:

1. A new harbor and associated land needs
2. Expanded parking and improved traffic flow for downtown
3. Expanded parking for the gym
4. Commercial purposes such as small shops, arts markets and other uses that exhibit the local flavor of the community
5. A museum/cultural center would be a good use of some of the property
6. A mid size community hall type building that would be available for rental
7. The west end of the property should contain a large amount of open/park space with a gazebo type structure, boardwalks, etc. and maintained as a public park
8. Parking space is important for new development, current downtown business, the city gym and other uses
9. Space should be reserved for a new library
10. A boardwalk should go all of the way around the property along the waterfront
11. Some of the area could be developed for a health care facility
12. Commercial/Public Helipad on a new breakwater

There were very few comments on the potential uses of the site in the public review of this plan. Most uses seemed appropriate as long as they did not negatively impact the surrounding business and residential neighborhoods.

Historical and Local Flavor Aspects of the development. A good deal of the discussion focused on the issues of historical preservation and local flavor. The public comments and testimony were almost all in favor of restoring some buildings based on their original architectures. There were several comments that stated that the area needed to be developed in a way that preserved the small fishing community flavor and was accessible to tourists and residents. Here is a list of comments regarding the historic preservation and local flavor aspects of the development project:

1. The area should be zoned and developed in keeping with the style of the historic buildings
2. Restoring the historic character is an important factor
3. All efforts should be made to preserve and display historical artifacts such as the boilers and steam donkey
4. Efforts should be made to restore key buildings
5. Some of the area could be developed for light industrial uses that exhibit the local flavor of the community. Light industrial uses allowed on the property should have minimal noise or other impacts that will affect surrounding uses. Examples of some light industrial uses that might be allowed are things like retail sales and rentals including light equipment, gunsmiths, locksmiths and Marine equipment sales, rental, repair and maintenance.
6. The city should partner with other groups, such as the Craig Community Foundation, Craig Community Association and the Craig Historical Society on seeking funds and requirements for historical preservation and restoration of some of the buildings
7. Commercial, public and industrial development should complement the tourism aspect while maintaining the small town, traditional feel of Craig



Historical aspects were a common theme throughout the Public Review of this plan. There were four themes regarding the historical value of the property that came out of the public comments.

1. The Administration/Office Building. A photograph was provided by one commenter that showed the administration building at the center of the site. The photograph was dated as circa 1912. This established a date that was even earlier than most commenters had thought. Most people who commented felt that at a minimum the current building should be replicated, and if possible, should be restored for historical reasons.
2. The National Register. Several commenters were interested in the site, or at least some of the buildings be considered for enrollment on the National Register of Historic Places.
3. Renovation vs. Replication. Comments were split on the issue of renovating existing buildings or replicating them using modern materials and techniques. Some of these decisions will have to be made after more detailed inspections of the buildings have been performed.
4. Preservation of archeological artifacts on the west end of the property. The local staff archeologist for the US Forest service submitted photos showing the west end

of the site as a Tlingit fishing camp circa 1899. Some of the commenters thought that it was particularly important to perform archeological surveys or restrict development on the west end of the property to help protect those resources.

Harbor Comments. One of the primary purposes for the purchase of the property is the development of a harbor facility on the tidelands. The city has a shortage of harbor space, especially for vessels that are longer than 75'. The city intends to develop a new harbor and supporting facilities at the site. The harbor will initially contain a number of larger vessel transient moorage spaces and will be increased in phases to include over 100 smaller slips as well. The following comments, specific to the new harbor, were made during the conceptual use plan development.

1. The indoor harbor facilities needed on the property (such as a satellite harbor office) could be located in one of the renovated houses
2. More than one ramp should service the proposed harbor for easier access and safety reasons
3. The boat harbor should be constructed as a walk through area (i.e. ramps at more than one location, tying the new float to the city float, using the existing Ward Cove dock as the pier for another ramp)
4. The new harbor needs to contain enough spaces for yachts and other large vessels that may come into the harbor
5. At least one of the ramps to the new harbor should be a drive down ramp to facilitate loading/unloading of boats
6. Ancillary harbor services, such as spill response, dumpsters, parking, etc. should be located at the top of the ramps.

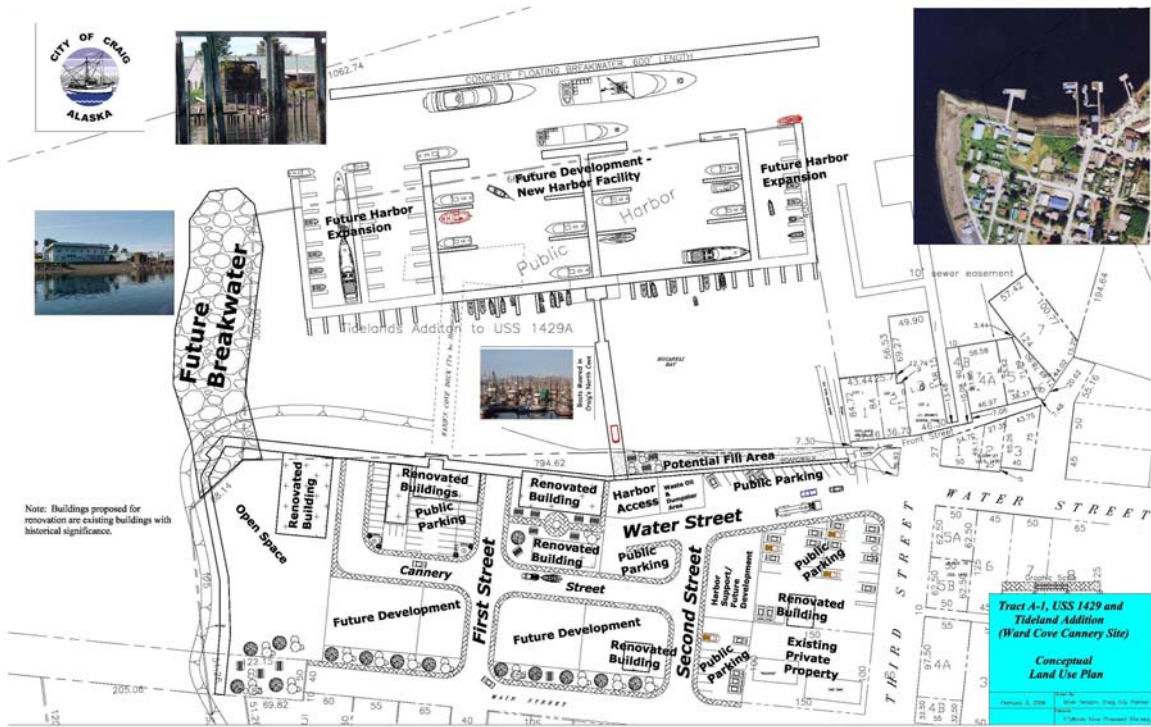
The prospective harbor gained comments from most commenters. Almost all comments were in favor of a new harbor to accommodate large, transient vessels. Commenters were also in favor of the new harbor relieving overcrowding and waiting list for permanent moorage of current vessels in Craig. There were several comments that the harbor support functions such as waste oil collection and garbage dumpsters were needed, but need to be made as unobtrusive as possible so as to not detract from the overall development.

General Comments. In addition to the specific comments made above, there were several general comments that were made that should be considered or integrated into the development plan.

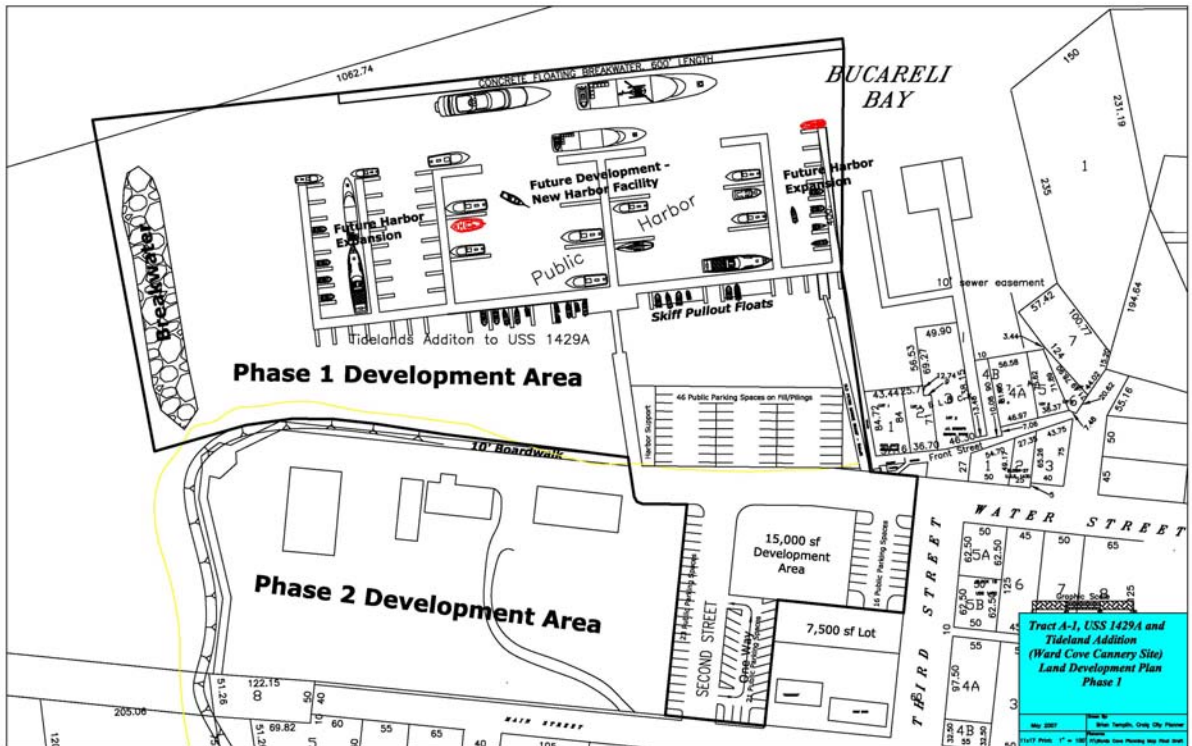
1. Some of the land seaward of the existing boardwalk could be filled to create additional usable land
2. Most utilities (including power) should be located underground
3. A portion of the property should be made available for lease or sale to private developers
4. Sidewalks should be added and the entire development should be pedestrian friendly (i.e. wide sidewalks, numerous benches, green spaces, mini parks, etc.)
5. The berry bushes should be preserved

A draft concept map was drawn and edited based on these comments and public testimony. The concept map is shown on the next page. The concept map was used as a starting point throughout the public comment period of this plan and was modified based on comments and staff discussions. Copies of the Phase I Development Plan Map can be found at the following page and Appendix B.

Conceptual Land Use Map



Land Development Plan Map – Phase 1



Chapter 3

Development Goals and Objectives

Overall site development has been designed to meet the following goals and objectives. These goals and objectives come from the public comments included in Chapter 2 and the Craig Comprehensive Plan Goals and Strategies shown in this chapter.

Goals and objectives listed below are not in priority order. Projects from various goals may be worked on simultaneously or in a different order than listed. Objectives within each goal should be completed in the order that they are listed.

Temporary uses and projects should be allowed as long as it is determined that they do not prevent the future development of the project and have clear termination dates.

Ward Cove Cannery Site Goals and Objectives under this development plan are:

1. **Expand available harbor facilities in Craig.** The existing facilities are all full and there is a significant waiting list. There is also a shortage of transient moorage space for larger vessels, which are becoming more prevalent in Craig in the summer. There is also a need for a drive down ramp so that local boat users can more easily move gear, groceries and other items to and from their vessels.
 - a. **Objective 1-1.** Complete environmental analysis in conjunction with the US Army Corps of Engineers.
 - b. **Objective 1-2.** Complete phased survey, engineering and design of a breakwater to the north of the new harbor and a breakwater to the west of the new harbor. This design should consider the use of floating breakwaters.
 - c. **Objective 1-3.** Complete phased survey, engineering and design of new harbor based on the need for larger vessel transient moorage, multiple access ramps (including at least one drive down ramp), future expansion to increase overall small vessel slips and skiff pull out floats located on the landward side of the float system. The design should also consider removal or retention of the existing industrial and the fuel dock and a possible tie to the City Float dock system.
 - d. **Objective 1-4.** Begin removal of old pilings and other structures that are not functional, or will interfere with the remainder of the harbor development. Phase removal of the existing industrial dock and the fuel dock to accommodate the new float system.
 - e. **Objective 1-5.** Construct breakwaters and perform any dredging necessary for channels or moorage areas.
 - f. **Objective 1-6.** Construct upland harbor support facilities. Harbor support facilities such as waste oil and garbage collection should be designed and constructed to be as unobtrusive as possible so as not to detract from the aesthetics of the overall site development.
 - g. **Objective 1-7.** Construct approaches, docks and other harbor facilities.
 - h. **Objective 1-8.** Construct future expansions of the float system and all structures necessary for their support.

2. **Increase parking, install utilities and construct access to the site.** Currently parking, access and traffic flow in downtown Craig are inadequate. Several businesses along Front Street, Water Street and Third Street are affected by a

severe shortage of parking and by poor access. This prevents businesses from growing in the area and it prevents new businesses from coming in. In addition to the businesses, the city gym does not have adequate parking. A minimum of 100-150 off-street parking spaces on the site will alleviate this problem and facilitate proposed development on the site.

- a. **Objective 2-1.** Develop parking for the city gym at the old tank farm location adjacent to the First Bank residence on Main Street.
 - b. **Objective 2-2.** Develop temporary additional parking on the northeast portion of the property to alleviate parking problems and to facilitate future development.
 - c. **Objective 2-3.** Include a minimum of 125 off street parking spaces in the final development design, utility designs, street widths and survey plats of the project.
 - d. **Objective 2-4.** Integrate the project into the traffic flow of First Street, Second Street, Water Street and Front Street in the design, engineering and platting of the project.
3. **Develop, use and dispose of parcels by lease or sale for identified activities to replace lost city revenue, offset operations and maintenance costs of the site and increase revenue generated by the city.** The purchase of the property by the city has had several economic impacts. The City of Craig had previously collected \$9,600 per year of property tax revenue while the property was in private hands that it no longer collects since the city owns the property. In addition to the property tax the city is now making over \$200,000 per year in debt repayment. Funds for this debt repayment are primarily coming from the earnings of the city's endowment fund. These earnings have been used the last couple of years to inflation proof the fund and to fund special projects for several departments within the city. These earnings are currently completely dedicated to repaying the property debt, including the portion of the fund previously used for inflation proofing.

In addition to the property tax and endowment fund earnings that are lost or being solely dedicated to the project the city will see an increase in the number of man-hours required for maintenance and operations of the site. Additional park space and renovated or newly constructed city owned buildings will increase the upkeep and maintenance time and costs to the city public facilities manager and his staff; increased roads and utilities will increase the amount of public works time and manpower required for maintaining streets, water, sewer and garbage on the site; a new harbor will increase the amount of time required by the harbor department to operate; and increases in billing, assessments, property tax and sales tax will increase administrative costs to the city. The total amount of increased costs is difficult to pinpoint at this time since the amount of public vs. private development, the amount of park space, the size of the new harbor and other factors have not been decided. At a minimum the city will need to realize revenue that will replace the property tax lost; will at least partially offset the debt reduction costs; will help to fund development of streets, utilities, harbor, buildings and park spaces; and will increase activity to benefit the overall economic growth of the city.

Several people commented throughout the process that the development of the site should not have a detrimental effect to taxes or services throughout the rest of the community. In order to accomplish this some of the property must be devoted to private development. To replace the lost property tax the city needs to put land

(through leases or sales) into the hands of private developers and encourage improvements at a minimum level of \$1.6 million (total land and improvement assessed value). In addition if the city desires to realize some of the debt repayment (which currently totals about \$200,000 per year) it will need additional taxable land and improvements, lease fees, sales receipts, sales tax generated, etc. For every \$1,000 of additional revenue that the city would like to generate there must be \$167,000 in taxable property and improvements or \$20,000 in taxable sales of goods or services.

One of the development goals of this purchase is to return a portion of the site to use for various industrial, commercial and public uses to generate revenue to offset lost property tax, debt payments and additional operations and maintenance costs. Activities should include uses that would attract tourists and residents alike on a year around basis. All activities should maintain a local, small fishing community flavor. Although there are a number of potential public uses for the site, it should contain some activities property transfers that will generate user fees, lease fees, sales receipts, sales tax, property tax and other economic benefits that will offset costs and show a positive economic return to the city.

- a. **Objective 3-1.** Remove buildings that are deemed to be unsafe.
 - b. **Objective 3-2.** Develop a mixed-use zoning designation that includes light industrial, public, commercial and marine industrial uses that are compatible with the area and with each other. This zoning designation should also address historic preservation and building architectural styles.
 - c. **Objective 3-3.** Identify existing areas and improvements that will be used for development of economic activities. Identify those areas and improvements that will be managed by the city, leased for private development or sold for private development.
 - d. **Objective 3-4.** Dispose of improvements that need to be removed due to usability, cost of renovation or that do not fit into the development plan. Identify disposal method (to include destruction, salvage or sale).
 - e. **Objective 3-5.** Incorporate buildings to be retained, buildings to be removed, and development parcels in the preliminary subdivision plan (identified development parcels should include public, lease and sale parcels).
 - f. **Objective 3-6.** Ensure that permitted and conditional uses allowed in the zoning are compatible with surrounding residential and commercial activities. Consider zoning requirements or lease/sale covenants to promote economic development and activity.
 - g. **Objective 3-7.** Request proposals for private development of parcels identified for sale, lease or renovation.
4. **Maintain and preserve historic and cultural resources.** One of the goals of the development process is to maintain important historic and cultural resources of the site. This may be done through the establishment of a museum/cultural center, zoning restrictions, restoration of some buildings and preservation of artifacts that have value to the site (including the steam boilers and steam donkey).
- a. **Objective 4-1.** Conduct an assessment of building condition for buildings on the site that are identified for renovation. Use the assessment to determine the feasibility of keeping and renovating those buildings.
 - b. **Objective 4-2.** Include historic and cultural considerations in the zoning designation for the area.

- c. **Objective 4-3.** Identify and inventory historic and cultural resources on the property. Consolidate those resources on site.
 - d. **Objective 4-4.** Identify the feasibility of a museum/cultural center on the site and identify potential locations and partnerships.
 - e. **Objective 4-5.** Identify buildings of historical significance and work with local groups to secure restoration and preservation funding based on the findings of objective 4-1.
 - f. **Objective 4-6.** Incorporate the retention of historical buildings into the subdivision plan based on the findings of objective 4-1.
5. **Integrate the development into downtown Craig.** One of the development goals is to integrate the site into the surrounding area. Development should include a natural extension of roads, utilities and zoning uses of the surrounding property.
- a. **Objective 5-1.** Integrate proposed street and utility survey, design and engineering into the existing infrastructure.
 - b. **Objective 5-2.** Improve traffic flow for Front and Water Streets.
 - c. **Objective 5-3.** Ensure that utilities and access are incorporated into subdivision plans.
6. **Identify areas to be set aside for public uses.** All of the discussion, including public comment, has identified several public uses for the property. These uses may include a library, museum/cultural center, open space, park space, etc.
- a. **Objective 6-1.** Identify appropriate public uses for the property. Identify, where possible, the appropriate locations and development area for each use.
 - b. **Objective 6-2.** Include parks, open spaces and pedestrian facilities in the zoning and planning activities.
 - c. **Objective 6-3.** Integrate public uses, open spaces, parks and pedestrian facilities into the subdivision plan.
 - d. **Objective 6-4.** Determine feasibility of locating the library in a new facility. Determine the feasibility of collocating or adjacently locating similar activities such as a meeting space, museum, cultural center, etc.

Craig Comprehensive Plan. This development plan and the goals and objectives in this chapter support several of the Land Use Goals and Strategies contained in the Craig Comprehensive Plan prepared by HDR Alaska in 2000.

General Land Use Goals (G). The development of this property supports the following Comprehensive Plan general land use goals:

- Goal G1.1** Maintain the community's small town atmosphere, sense of community, and high quality of life.
- Goal G1.2** Guide development in a manner that enhances Craig's natural appeal, taking steps to ensure that the negative impacts from future growth are minimized.
- Goal G1.3** Encourage development and revitalization of the downtown ("Old Craig") area.
- Goal G1.4** Link future land use growth with the availability of city services such as sewer, water, roads, fire protection, and proximity of use to schools, parks, and other community facilities.
- Goal G1.5** Develop the community in a manner that protects the cultural and historical integrity of the community.

General Land Use Strategies (G). The following general land use strategies are supported by this development plan:

- Strategy G1** The city land use regulations shall include incentives that allow for denser development than that which currently exists in the Old Craig area provided:
- The development is designed to be compatible with surrounding land uses;
 - the design encourages the revitalization and reuse of existing properties;
 - the design considers the cultural and historic nature of the area;
 - the development can be served by city services; and
 - traffic and pedestrian safety is accomplished in the design.

- Strategy G3** The following waterfront properties have been identified for water-dependent and water-related uses:
- Columbia Ward Fisheries Parcel (industrial/commercial);
 - North Cove (large vessel moorage);
 - South Cove (small vessel moorage);
 - False Island (industrial);
 - Undeveloped portion of Reconveyance Parcel H;
 - from and including the Shaan-Seet, Inc. barge ramp at 1.25 miles of Port Saint Nicholas Road east to the Craig city limits.

Residential Land Use Goals (R). Although there is no residential development planned for the Ward Cove Site it may contain residential uses accessory to commercial and industrial uses consistent with the Craig zoning code. In addition to the possible accessory residential uses on the property, the development of the site includes public zoned areas which support the nearby residential neighborhoods. This development plan supports the following Comprehensive Plan goal:

- Goal R1.2** Create safe neighborhoods with access to community facilities such as schools, parks, and recreation areas.

Commercial Land Use Goal Statements (C). This development plan has a direct effect on commercial land use in the Craig downtown area. Specific Comprehensive Plan goals supported by this development plan include:

- Goal C1.1** Support continued economic diversification and adding economic value to existing commercial and industrial activities.
- Goal C1.2** Encourage new commercial uses to locate within existing commercial areas such as in Old Craig
- Goal C1.3** Encourage neighborhood commercial uses that are compatible in scale and design with surrounding residential uses.

Commercial Land Use Strategies (C). The following commercial land use strategies are supported by this development plan:

- Strategy C1** The city shall create a zoning district for the Old Craig commercial area that encourages a mix of commercial, office, and service uses.

- Strategy C2** Areas designated neighborhood commercial use shall be designed to minimize conflict with surrounding land uses.
- Strategy C3** In designating areas for commercial uses, the following factors shall be considered:
- access to a collector or arterial level street;
 - access to city services;
 - the existence of non-commercial uses and the potential for conflict; and,
 - the presence of physical hazards.
- Strategy C4** Downtown pedestrian amenities (such as sidewalks) to foster pedestrian circulation among downtown businesses and offices will be identified and developed in the city's transportation plan.
- Strategy C5** Commercial developments along arterials in the city will be encouraged to consolidate access points and combine new access points with existing ones in order to minimize traffic congestion.
- Strategy C6** Acquire property in/near downtown Old Craig for use as a public parking lot.

Industrial Land Use Goals (I). The light industrial uses envisioned in this development plan for the Ward Cove Cannery Site support the following industrial land use goals:

- Goal I1.2** Locate industrial activity so that it is compatible with other land uses and minimizes negative environmental impacts.
- Goal I1.3** Support commercial services which complement industrial uses.

Industrial Land Use Strategies (I). The following industrial land use strategies from the Craig Comprehensive Plan are supported by this development plan:

- Strategy I1** Areas designated for industrial use shall be designed to minimize conflict with surrounding land uses.
- Strategy I2** In designating land for industrial land uses the following factors shall be considered:
- access to a collector or arterial level street;
 - access to city services;
 - the existence of non-industrial uses and the potential for conflict; and,
 - the presence of physical hazards.

This development plan also supports several community facility goals and strategies contained in the Craig Comprehensive Plan.

Community Facility Goals (CF). The following community facility goals are supported by this development plan:

- Goal CF1.1** Develop and expand community facilities as needed for the long-term benefit of the community. Community facilities include sewer, water, solid waste, storm water drainage, and roads.
- Goal CF1.2** Satisfy the recreational needs of Craig citizens by providing more recreational facilities such as parks, ball fields, and trails.
- Goal CF1.3** Retain, to the extent feasible, publicly owned areas for public uses such as educational and recreational facilities.

Community Facility Strategies (CF). The following community facility strategies are supported by this plan:

Strategy CF1 Public infrastructure (roads, sewer, and water) shall be in place in conjunction with future development.

Strategy CF3 The city's capital improvement program will be used to coordinate the development of public facilities and utilities.

Transportation Goals (T). The following transportation goals from the Craig Comprehensive Plan are supported by this development plan:

Goal T1.1 Establish a well-designed and safe transportation system, both within Craig, and linking Craig with surrounding communities.

Goal T1.2 Support access improvements to and within Craig for various modes of travel including automobiles, non-motorized vehicles, pedestrians, aircraft, marine ferries, and small boats.

Goal T1.5 Expand and develop a permanent trail network distributed throughout the city to accommodate all trail users.

Goal T1.6 Establish a system of neighborhood parks and trails that are safe, attractive, and accessible to residential areas and business areas.

Goal T1.7 Promote traffic (both auto and pedestrian) safety and reduce congestion.

Transportation Strategies (T). The following Comprehensive Plan transportation strategies are supported by this plan:

Strategy T1 All new subdivision development proposals shall include a street plan that shows the pattern of future streets consistent with the future functional classification for streets in Craig.

Strategy T3 All planning, design, and construction of roads will be required to minimize adverse impacts, and to minimize safety hazards and traffic-related problems.

Strategy T4 Bikeways and trails shall be integrated with ongoing major arterial and collector street improvements.

Strategy T5 City road construction standards shall require the developer to submit an engineered design for asphalt surfacing, sidewalks, and buried storm drain.

Strategy T6 Pedestrian crosswalks will be provided at regular intervals, especially in commercial centers, in residential neighborhoods and near schools.

Economic Goals (E). The following economic goals from the Craig Comprehensive Plan are supported by this development plan:

Goal E1.1 Encourage a diverse economy that provides long-term, year-round employment for local residents compatible with the local lifestyle.

Goal E1.2 Keep the cost of doing (private and public) business low by concentrating on reliable and efficient marine and air transport, efficient local traffic circulation and delivery of goods, and keeping energy and utilities costs as low as possible.

Goal E1.3 Promote private and governmental cooperation and coordination in developing small businesses and enterprises and in attracting and locating new industry that benefits Craig.

Goal E1.4 Encourage development that capitalizes on Craig's growing economy and strategic location on Prince of Wales Island and in Southeast Alaska.

Goal E1.5 Encourage development of value-added industries.

Economic Strategies (E). The following economic strategies are supported by this plan:

Strategy E1 Use the land use codes and plan policies to protect existing and planned commercial and industrial areas from intrusion by incompatible land uses.

Strategy E2 The city shall support economic development efforts by existing groups such as the OEDP committee which meet the employment and occupational needs of all city residents.

Strategy E3 The city shall support educational and occupational training programs and when appropriate, make city resources available to for these programs.

Strategy E4 The city will provide adequate industrially zoned upland and tideland at North Cove, False Island, and Columbia Ward Fisheries, Craig Fisheries, and on the southwest shore of Crab Bay to allow for expansion of the fishing industry.

Recreation Goal Statements (RC). The following recreation goals from the Craig Comprehensive Plan are supported by this development plan:

Goal RC1.1 Encourage recreational opportunities in Craig to improve the quality of life in the community.

Goal RC1.2 Provide for the future community recreational needs.

Goal RC1.3 Retain areas in public use which have traditionally been used by the community for recreation.

Recreation Strategies (RC). The following recreation strategies from the Craig Comprehensive Plan are supported by this development plan:

Strategy RC1 The city shall implement a program for the acquisition and development of recreation lands and facilities.

Strategy RC2 Existing rights-of-ways and easements for public access to beaches will be maintained.

Natural Environment Goals (N). The following natural environment goal from the Craig Comprehensive Plan is supported by this development plan:

Goal N1.2 Safeguard the ability of city residents to use the land and waters in and near the city for traditional subsistence and commercial uses.

Natural Environment Strategies (N). The following natural environment strategies are supported by this development plan:

Strategy N1 Recreation and open space areas will be protected for public use.

Strategy N2 Existing rights-of-way and easements for public access to beaches will be maintained by the city.

Strategy N4 Community parks shall be located near the schools and residential areas and in areas currently unserved by parks.

Strategy N5 Volunteer park development and maintenance shall be encouraged through the establishment of programs like “adopt-a-park” and “adopt-a-stream.”

Chapter 4

Overview of Current Land Status

Contaminated Soils

Numerous site investigations were conducted over 17 years by various consulting firms representing Chevron and Wards Cove. Soil and groundwater contamination within the tank farm area was first discovered in early 1987. In April 1987, Chevron notified ADEC that a small pocket of gasoline existed in the tank farm yard.

A bioventing system and groundwater monitoring wells were installed in 1988 by Chevron consultant Rittenhouse-Zeman & Associates (RZA). RZA subsequently installed a passive dewatering trench and treatment system. Groundwater collected in a french drain was directed into the groundwater treatment system, which consisted of an oil/water separator and an air-stripping unit. Treated water was discharged to the ground surface approximately 80 feet north of the tank farm.

January 1990 sampling indicated that benzene exceeded acceptable levels in three groundwater monitoring wells; however, data collected between August 1988 and April 1990 indicated a significant decrease in groundwater contamination.

July 1991 correspondence from America North, Chevron's new consultant, indicated that upgraded bioventing piping would be installed. The letter also stated that White Pass, the current facility operator, was planning to expand the product storage capacity at the terminal with four new above-ground tanks.

ADEC approved the March 1992 request by Chevron to discontinue operation of the vapor extraction system. Chevron was requested to continue to operate the french drain and air stripper and perform semi-annual groundwater monitoring. Active groundwater treatment was discontinued in 1993 by White Pass due to high electricity costs.

AIG Consultants conducted an environmental risk assessment survey in June 1994 on behalf of Wards Cove Packing. AIG observed significant hydrocarbon staining on the soil and surface water associated with a spring located hydraulically down gradient of the tank farm area. AIG also observed petroleum-contaminated water leaking from hoses associated with the inactive air stripper unit.

Wards Cove contracted with AGRA Earth and Environmental (AGRA) to perform a baseline environmental study in 1995. AGRA's June 1996 report concluded that petroleum impacted soil persisted on site, water from the inactive air stripper system represented a potentially significant contaminant migration pathway, and that additional groundwater investigation was warranted. AGRA also noted stressed vegetation at the base of each above ground tank.

AIG conducted comprehensive sampling in 1997 on behalf of Wards Cove. Benzene, gasoline range organics (GRO) and diesel range organics (DRO) were identified above acceptable levels at the former tank farm. Based on sampling results, AIG recommended that contaminated soil be excavated following tank farm demolition activities.

Petroleum sheen on Klawock Inlet was reported to ADEC in September 1997. In March 1998, ADEC requested that Wards Cove take steps to address the problem. Cambria, a

Chevron consultant, stated in April 1998 correspondence that it was unlikely the former tank farm operations caused the sheen. The August 1998 Cambria groundwater sampling report documented diesel in groundwater near Klawock Inlet in exceedance of 18 AAC 75.345 Table C levels. The report stated that petroleum sheen had been traced upwind and under the Petro Marine dock.

Cambria's April 9, 1998 field activities and bioremediation monitoring report concluded that high concentrations of petroleum hydrocarbons were present in soil and groundwater in the two above ground storage tank containment areas and extending approximately 100 feet down slope.

Delta/RRM's July 1999 groundwater sampling showed a continuing decreasing trend in dissolved hydrocarbons associated with the Chevron bulk fuels facility. However, elevated concentrations of DRO above Table C cleanup levels were still present in several monitoring wells. These included MW-1 and MW-7 within the tank farm footprint, and MW-12, located 40 feet north and down gradient of the tank farm footprint. RRM abandoned the remaining wells in the vicinity of the tank farm, including MW-1 and MW-7. Monitoring well MW-5 was found damaged and was repaired. The tank farm wells were destroyed on October 2, 1999, presumably in conjunction with facility demolition.

Several developments occurred in 2000 that expanded the scope of the Wards Cove property investigation. AIG's Darryl Snow verbally informed ADEC in September 2000 that petroleum contamination had been discovered at the above ground heating oil tank complex located adjacent to the access road. ADEC gave conceptual authorization to apply the approved alternative petroleum cleanup levels to this site, with the requirement that better technical documentation would be provided to ADEC by Wards Cove. Mr. Snow also informed ADEC that a resident had been hired to monitor the petroleum sheen in the bay over the past year, and that sheen was no longer present.

Delta/RRM investigated shallow soil in the intertidal boat ways during the September 2000 cleanup. Lead concentrations were detected above the 400 mg/kg residential cleanup level. Delta/RRM also investigated tidal area sediments and the product line area during the September 2000 cleanup. No contaminants of potential concern were noted.

Five new monitoring wells (MW-14 through MW-17 and MW-22) were installed by Delta/RRM in the former tank farm area, and four new wells (MW-18 through MW-21) were installed in the lower yard. Five probes were also installed by Delta/RRM near the high tide line to demonstrate compliance with surface water quality standards under 18 AAC 70. A sixth probe, TP-6, was installed by Delta/RRM near the high tide line under Ruth Ann's Restaurant a few weeks later to determine if contaminants from the former truck trailer loading rack located in the lower yard had migrated in that direction.

Groundwater monitoring was conducted by Delta/RRM quarterly from September-October 2000 through March 2001. Total aqueous hydrocarbons were above Water Quality Standards in TP-6. DRO and RRO concentrations exceeded cleanup levels in MW-12 and MW-18. Lead concentrations in most monitoring wells exceeded cleanup levels.

The May 2002 Soil Remediation and Site Assessment Report submitted by Delta/RRM indicated that elevated concentrations of lead and limited petroleum contamination still present in soil and groundwater in the vicinity of the boat ways were probably due to historic boat maintenance operations. Petroleum contamination in the vicinity of the steam donkey

shack was also shown to be problematic. Although tidal probe TP-6 showed elevated polycyclic aromatic hydrocarbons (PAHs), Delta/RRM concluded the source was probably an old, recently removed heating oil tank that was located above Ruth Ann's Restaurant deck.

As a result of Delta/RRM's findings, ADEC requested additional work at the site in March 26, 2002 correspondence addressed to Chevron and Wards Cove. ADEC staff met on-site with Chevron, Chevron's consultant RRM, and Wards Cove's consultant AIG in August 2002. ADEC postponed additional groundwater monitoring until AIG completed its investigatory work the following summer. ADEC staff also indicated that the applicability of using the "10 x rule" under 18 AAC 75.345 would be explored.

AIG and SLR International implemented the additional work on behalf of Wards Cove in July 2003. Soil samples were collected from the lower yard and western property boundary for lead analysis and soil remediation was completed at the heating oil tank area. Confirmation soil samples collected from the three lower yard excavations and the one western property boundary excavation indicated concentrations of lead below the 400 mg/kg cleanup level.

At the heating oil tank farm, AIG/SLR excavated approximately 5 cubic yards of petroleum impacted soil and collected side wall and bottom confirmation soil samples. Laboratory analysis of the sidewall and bottom confirmation soil samples indicated no concentrations of PAHs exceeding Table B1, Method Two cleanup levels for ingestion or migration to groundwater pathways.

DRO and RRO soil and groundwater samples were collected in the vicinity of the steam shack. Groundwater within the sampling trenches contained sheen, and in one area (almost adjacent to well MW-12) free product began entering the trench. The product appeared to enter from the north embankment adjacent to the steam shack. AIG and SLR also installed two new wells on the property in 2003 (MW-23 and 24) to establish background lead concentrations in groundwater. The first well was installed at the westerly edge of the property in the area of previously recorded elevated lead levels. The second well was installed at the easterly edge of the property, just up gradient of the former upper loading rack. Groundwater samples were collected from the two new wells and from monitoring wells that had been previously installed. Monitoring well MW-12, located near the northeast corner of the steam shack, was not sampled due to a thick sheen on the water indicating the presence of free product.

Groundwater sampling was conducted by AIG and SLR International in conjunction with the 2004 steam donkey shack cleanup. One well, MW-18, yielded a DRO concentration of 4.72 mg/L, which exceeded the 1.5 mg/L Table C cleanup level but was below 10-times Table C. MW-18 was sampled prior to soil excavation because of its proximity to the steam donkey shack. Both MW-18 and MW-12 were abandoned during the cleanup due to the size of the excavation footprint. Historical groundwater data for the wells located in the vicinity of the steam shack (MW-11, MW-12, MW-13, and MW-18) indicated DRO contamination was limited to the area immediately adjacent to the steam shack. Soil removal actions by AIG and SLR in July 2004 removed the bulk of the source material contributing to groundwater impact at well MW-12. Lead was detected in several wells below the Table C cleanup level during the 2004 groundwater sampling event.

During field activities conducted in July 2003, AIG and SLR staff noted petroleum hydrocarbon odors while installing the background monitoring well in the former upper

loading rack area. Chevron consultant SAIC investigated this potential problem during the summer of 2004 at ADEC's request. Two soil test pits were advanced to 6-7 feet below ground surface. Samples were analyzed for BTEX, GRO, DRO and RRO. Low DRO and RRO concentrations were detected below 18 AAC 75.342 Table B2 migration to groundwater cleanup levels. GRO and BTEX were not detected in either sample.

Cleanup levels were approved by ADEC on August 4, 2000. Site-specific soil cleanup levels for petroleum were calculated under 18 AAC 75.340 (e) (2) based on total organic carbon samples collected from different depths at each of nine boring locations across the site.

<u>Contaminant</u>	<u>Soil Cleanup Level (mg/kg)</u>	<u>Pathway or Controlling Category</u>
Benzene	0.0683	Migration to groundwater
Toluene	36.8	Migration to groundwater
Ethylbenzene	49.5	Migration to groundwater
Total xylenes	81	Inhalation (capped at saturation)
GRO	1,400	Maximum allowable
DRO	3,560	Migration to groundwater
RRO	8,300	Ingestion

SLR soil boring logs were compared to RRM soil boring logs across the site to determine if the site-specific soil cleanup levels for the primary tank farm were applicable to the Wards Cove heating oil tank complex, also called the secondary tank farm. The two background wells installed by SLR (MW-23 near the west end of Wards cove complex and MW-24 located in the former upper loading rack area) indicate very similar soil (gravelly sand), the differences being that organic topsoil was encountered near the surface in MW-23 and crushed rock was found at the surface in MW-24. RRM logs from wells in the steam shack area also indicate similar coarse grained sands and gravels at depth, with organic soil at the surface. No significant differences in undisturbed subsurface conditions across the site appear to exist. Calculated site-specific cleanup levels are therefore applicable to the entire site.

All other soil contaminants of potential concern were required to meet 18 AAC 75.341 Table B1 levels. Groundwater cleanup levels were required to meet levels specified in 18 AAC 75.345 Table C. Surface water was required to meet Alaska Water Quality Standards for total aqueous and total aromatic hydrocarbons (15 and 10 micrograms per liter respectively). ADEC established a surface water point of compliance at the high tide line in 2002.

In February 2003, AIG requested application of 10 times the Table C groundwater cleanup level under 18 AAC 75.345 (b) (2). ADEC approved the request in March 2003 based on a groundwater use determination made in accordance with 18 AAC 75.350.

Jon Bolling, then City of Craig Planner, informed ADEC in October 2002 that: 1) the city's municipal water source is located at North Fork Lake, approximately ten air miles from the Wards Cove property; 2) all water users in Craig are connected to the municipal water system; 3) there are no ground water users in the city limits, or in close proximity to the Wards Cove property; 4) future users of the Wards Cove property will be required to connect to the municipal water system for their water needs; and 5) no on-site water systems would be permitted.

Under 18 AAC 75.350, ADEC has determined that groundwater at the site:

1. is not currently used for a private or public drinking water source, is not within the zone of contribution of an active private or public drinking water system, and is not within a recharge area for a private or public drinking water well, a wellhead protection area, or a sole source aquifer;
2. is not a reasonably expected future source of drinking water, and;
3. will not be transported to any groundwater source that is a current or reasonably expected potential future source of drinking water.

Delta/RRM began remediation activities at the bulk fuel facility in September 2000 under contract with Chevron. Approximately 2,100 tons of petroleum-contaminated soil were excavated from the site of the original tank farm and transported to the South Coast asphalt manufacturing facility located at the Shaan Seet quarry on Port St. Nicholas Road. Additional excavation of contaminated soil from two areas of the upper yard occurred as a result of confirmation sampling results. Prior to completion of backfilling with clean rock, the defunct treatment system was demolished and removed.

Eleven empty 55-gallon drums, old timbers and approximately 75 tons of petroleum contaminated soil were excavated from a drum pit located northeast of the steam shack. The soil was transported to the South Coast facility. The empty drums and old timbers were taken to the Klawock landfill.

An additional 110 tons of petroleum-impacted soil were excavated from the lower truck trailer loading rack located in the parking area south of Ruth Ann's Restaurant. This material was taken to the South Coast facility.

The excavated soils from the three source areas were mixed with approximately 9,000 tons of clean rock to produce a base rock for later asphalt production. The material was later used for local paving projects.

Dewatering was performed in two excavations during the September 2000 Delta/RRM cleanup. Approximately 1,000 gallons of water from the drum pit excavation, and 9,000 gallons from the tank farm excavation were pumped and treated on-site. The treatment system consisted of a 5,000 gallon temporary mobile storage tank and two granular activated carbon vessels. Treated water was discharged to the ground surface under an ADEC wastewater general permit.

AIG/SLR conducted limited cleanup activities in July 2003 in conjunction with its site assessment work. PAH-impacted soil was excavated from the site of the Wards Cove heating oil tank complex. Approximately 5 cubic yards were excavated and stockpiled on a plastic liner on an adjacent asphalt area. Impacted soil from the heating oil tank complex was later combined with soil excavated from the Steam Shack area (July 2004) and transported to the Rabanco Roosevelt Regional Landfill facility in south central Washington.

A 1 cubic yard area was excavated at each of the three previous locations where RRM had found elevated lead. The soil was stockpiled on plastic on the asphalt area near the heating oil tank complex. Soil samples collected from the stockpile for the purpose of waste characterization indicated the soil was non-hazardous and the stockpile was transported (in

July 2004) to the Klawock landfill for use as daily cover. Creosote treated wood debris from the boat ways was taken to the City of Craig landfill burn pile at the same time. AIG/SLR International conducted cleanup at the location of the former steam donkey shack in August 2004. Approximately 235 tons of petroleum-contaminated soil were excavated and temporarily stockpiled on-site. Excavation de-watering was not needed due to the unusually dry summer. The soil was then transported by barge to the Rabanco facility in the State of Washington. Additionally, wood debris totaling approximately 10 tons was transported to the City of Craig's burn site located on Port St. Nicholas Road.

The following information was taken from State of Alaska, Division of Spill Prevention and Response, Contaminated Sites Program letter of "No Further Remedial Action Notification" to Ward Cove Packing on November 4, 2005)

The investigation and cleanup of the Wards Cove Packing property in Craig has met all requirements specified in 18 AAC 75, Article 3 - Discharge, Reporting, Cleanup, and Disposal of Oil and Other Hazardous Substances. No further remedial action is required.

Disposition of Current Improvements

A cursory walk thru inspection of the buildings, industrial dock and other improvements was conducted by city staff with the appraisers from Horan Appraisals in February of 2006. Figure 1, below shows an aerial photograph of the current improvements and planned disposition. Disposition of current improvements is based on safety, usability (both short term and potential future), and potential renovation (based on inspection and cost estimates).

Improvements that have safety/liability issues or do not have short or long term use are marked on figure 1 for **removal**. These buildings should be disposed of as described in the narrative section.

Improvements that have short term or potential long term uses and benefits are marked on figure 1 for **short term/potential use**. These buildings generally have some immediate or planned use, are in good structural condition and do not pose an immediate safety threat. These improvements should be used or offered for use as described in the narrative section. The city may decide to remove these buildings as short term uses are completed or proposed uses conflict with the current improvements.

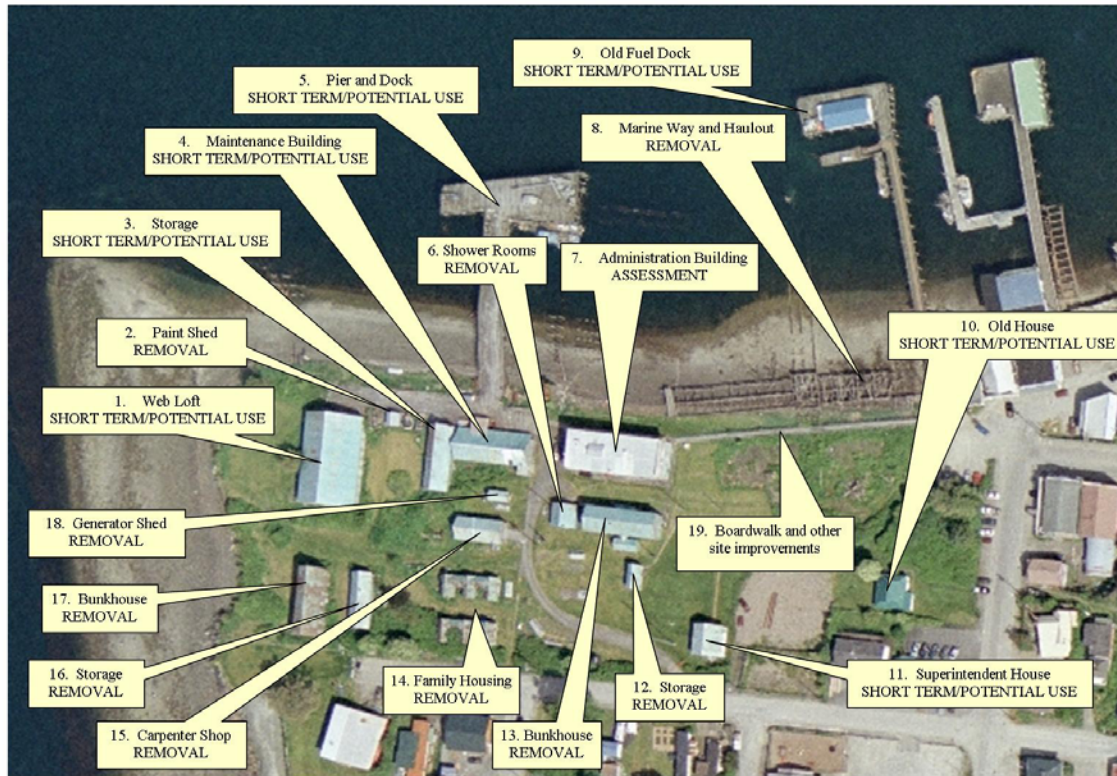


Figure 1, Planned Disposition of Current Improvements on Site

The administration/office building is marked on figure 1 for **assessment**. This building has some historical value and there was a lot of public comment supporting renovation of the existing structure. The building should be inspected and a cost of renovation or replacement should be prepared. The city should decide whether renovation, removal or replacement is the correct course of action based on the assessment. All improvements should be photographed and inspected for items of value prior to removal. The following narrative shows the label, planned disposition and a short discussion of each existing improvement.

1. Web Loft. (Short Term/Potential Use). This is a large (approximately 100'x60') two story building with a concrete floor and corrugated metal siding and roofing. The bottom floor is a concrete floor, open configuration currently being used to store fishing equipment. The second floor is a wood floor open configuration with divided storage areas along the east and west walls with the majority of the floor space reserved for net repair. A cursory walk thru of this building shows that it is in relatively good shape. Probably one of the best on the property. Framing and floors appear to be in good condition. Corrugated metal siding is intact. Some repairs to the roof need to be made to make the building usable. This building is included in the area that Astoria Seafoods proposes to lease from the city. The building should be retained for the life of the lease. At the conclusion of the lease

the city may continue temporary uses of the building and the building may be included in Phase 2 development of the site.

2. **Paint Shed. (Removal).** This is a small (approximately 10'x10') building. The building traditionally has been used for the storage of paint and other chemicals. The building is in relatively good shape but has no current or future use. The building should be removed early in the process. The city may consider offering the building for removal or salvage.
3. **Storage Warehouse. (Short Term/Potential Use).** This is a medium (approximately 25'x75') building traditionally used for the storage of lines, pipes, fittings, filters, metal stock and other fabrication and maintenance supplies. It currently contains a surplus of these items in organized racks and bins. The building is in relatively good shape. This building is included in the area that Astoria Seafoods proposes to lease from the city. The building should be cleaned out and retained for the life of the lease. At the conclusion of the lease the city may continue temporary uses of the building and may include retention in Phase 2 of the site development.
4. **Maintenance Building. (Short Term/Potential Use).** This is a medium (approximately 35'x80') building traditionally used for maintenance, fabrication; some cold storage and other storage. The building is in relatively good shape. The building may be a good location to consolidate historical and other resources on the property until proper disposition can be made. The building may be used for storage and other temporary uses by the city, removed or retained as part of Phase 2 of the development.
5. **Pier and Industrial Dock. (Short Term/Potential Use).** 200'x25' wood pile supported pier and a 145' long, 6,000 square foot wood pile supported dock with a crane structure located on it. The structure is surrounded by old wood pilings. A cursory walk thru of this facility shows that it is in fair shape. The wood pilings supporting the structure and the wood planks are in various stages of disrepair. Pilings and planks can be replaced selectively to allow light to medium use, however the current condition will not allow for heavy duty use on the structure. The industrial dock and pier are included in the area that Astoria Seafoods proposes to lease from the city. The crane should be removed as soon as practical for safety reasons. The pier and dock should be retained through the life of the lease. Use of the current pier and dock should also be considered in the design for the new harbor. The city may continue temporary uses at the conclusion of the lease period, may incorporate the pier and/or dock into the final harbor design or may remove the structure.
6. **Shower Rooms. (Removal).** This is a small (25'x25') wood building located south of the main administration building. The building has traditionally been used as a communal shower facility. This building is in fair shape but has no current or future use. The city should ensure that all site resources are removed from the building prior to removal. The city may consider offering the building for salvage.
7. **Administration Building. (Assessment).** This is a large (100'x42') two story wood building located on the central waterfront of the development site. The building has traditionally been used as office space, bunkhouses, a mess hall, communications center and other uses related to the business of the cannery. Available

photographs date this building back as far as 1912. A cursory walk thru of this facility shows that it is in fair to poor shape. Due to the design and deterioration of the roof there is extensive water damage to the building. The southeast corner of the building appears to be settling causing this corner to be lower than the rest of the building. A great deal of public comment supported renovation or replication of this building to showcase the historical aspect of the property. Although there are no uses currently proposed the renovated or replicated building could house a library, museum, cultural center, office space, retail space or other uses appropriate to the development and surrounding area. The city should have a qualified building inspector, engineer or architect inspect the building and prepare an estimate of renovation. The city may also want to have an estimate prepared of replicating the building on the development site. A final decision on renovation, replication or removal should be made by the city after the assessment and price estimates are completed.

8. Marine Way and Haulout. (Removal). This is a beam structure located on the tidelands on the eastern end of the waterfront of the property. The marine haulout was traditionally used to haul vessels out of the water for storage. This structure is in poor shape and poses a safety hazard. The structure should be removed as soon as practical. Removal of the structure should leave the top 2 – 4 feet of exposed pilings in the ground. This will facilitate an expedited permitting process for replacement of pilings as opposed to installation of new pilings. The city may consider replication of a short section of the marine haulout elsewhere on the property.
9. Old Fuel Dock. (Short Term/Potential Use). This is a wood pile supported pier and dock with a building on the dock and a float and ramp attached. The dock has been leased from Ward Cove to the City for the past several years at \$1 per year. The building has been primarily vacant since White Pass Fuels left several years ago. The float and ramp have been subleased to various charter operations. Currently this structure is in fair shape. The wood pilings and planking are deteriorating, but are still usable. The building is in good shape and is usable. The city should continue to use the structure for charter operators or other compatible uses. The city should also consider incorporation of the structure into the final harbor design. If the structure is not included in the final harbor design then it should be removed in conjunction with harbor construction.
10. Old House. (Short Term/Potential Use). This is a 1,200 square foot framed house that is several decades old. The house was used for cannery site supervisors and their families. It has been used intermittently over the last ten years. Currently this structure is in good shape but most of the electrical and mechanical systems are old and out of compliance. The structure is located on property that First Bank has proposed to purchase. If a purchase agreement is made for the underlying property then the city may consider including the house with the sale and letting First Bank dispose of it. The city may also consider salvage, removal or moving the structure to another location on the site.
11. Superintendent's House. (Short Term/Potential Use). This is a 1,125 square foot framed house that is several decades old. The house was used for cannery site supervisors and their families. It has been used intermittently over the last ten years. Currently this structure is in good shape but most of the electrical and

mechanical systems are old and out of compliance. The structure is located in the phase 2 development area; however its current location would encroach on planned parking in phase 1. The city may consider relocation or removal of this structure as part of the phase 1 development. If the structure is removed it may be offered for sale, salvage or destruction in place. The structure may be retained near its current location if a proposal is made for use in phase 2 of the development.

12. Storage Building. (Removal). This is a small (approximately 13'x26') storage building in relatively good shape. The city should ensure that all site resources are removed from the building prior to removal. The city may consider offering the building for salvage.
13. Bunkhouse. (Removal). This is a large building (80'x36') that was used as a bunkhouse. The building is two story frame construction with corrugated metal siding and roofing. The interior of the building is divided into rooms along hallways on both floors with communal type bathroom/shower areas. Currently this structure is in good shape. Most of the electrical and mechanical systems are old and out of compliance, but the building is structurally sound. There are a number of items in this building that may have historical value. The city should ensure that all site resources are removed from the building prior to removal. The city may consider offering the building for salvage.
14. Family Housing. (Removal). There are two wood frame structures on the south central portion of the property which were used for small family housing. Each building contains three housing units. Currently these structures are in extremely poor shape. The structures are a safety hazard and should be cleaned out and removed as soon as practical.
15. Carpenter Shop. (Removal). This is a small/medium (26'x50') structure that was used as a wood/carpentry shop for the cannery. The building has a number of shelves and work counters and still has some machinery that, even though it currently uses electric motors, is configured for use with the original belt system. The size and configuration of the building are appropriate for storage of the city owned boat haulout trailer. The Craig harbormaster is currently looking at the feasibility of moving the structure to the JT Brown Industrial Park for this purpose. If the harbormaster determines that the building will meet this need and can be moved in whole or in pieces then it should be moved and placed on the boat haulout site. If the harbormaster determines that the building cannot be moved, or it does not meet the intended need then the city should remove the structure as soon as practical. In this case the city may consider offering the building for sale or salvage.
16. Storage Building. (Removal). This is a medium sized (approximately 62'x22') single story framed storage building that is in fair to poor shape. The building has been used recently for storage of fishing gear. No inspection was done of the interior during the walk through. The building has no foreseeable uses and should be removed as soon as practical.
17. Bunkhouse. (Removal). This is a medium - large two story building (75'x28') that was used as a bunkhouse. The building is two story frame construction with

corrugated metal siding and roofing. The interior of the building is divided into rooms along hallways on both floors with communal type bathroom/shower areas. The building has no foreseeable short or long term uses and is in fair to poor condition. The city should remove the building as soon as practical. The city may consider offering the building for salvage.

18. Generator Shed. (Removal). This is a small (approximately 10'x20') building which houses an onsite generator. A cursory walk thru of this building shows that it is in relatively good shape. Metal siding and roofing is intact. There are no potential uses for this building or the power generation equipment. The building and contents should be removed as soon as practical. The city may consider sale or salvage of the building and/or its contents.
19. Boardwalk and public interest enhancements. (Short Term/Potential Use and Replacement). The property currently has a boardwalk that starts near the approach to the old fuel dock and follows the beach to the web loft on the northwest corner of the property. There has been a great deal of interest in seeing the old boardwalk fixed, improved and included as a factor in the development of the property. The current boardwalk is in poor condition. Surface planking and piling foundations are rotting. The city recently upgraded a portion of the boardwalk to make it usable and to facilitate some access to the property. The city should continue to maintain and upgrade portions of the boardwalk to ensure safety. The city should include a boardwalk from the northeast corner of the property along the beach to the southwest corner of the property as a pedestrian enhancement to the overall project. The new boardwalk should be constructed in a location and manner that is consistent with the overall development of the property in phase 1 and phase 2. The new boardwalk does not need to duplicate the path of the current boardwalk.

Chapter 5

Land Development Plan

Temporary Development

This land development plan is intended to meet short, medium and long term goals. Short term goals are those that should be accomplished in the next five years, medium term goals are those that should be completed in the next 10 years and long term goals should be addressed in the next 10 – 20 years.

In addition to short, medium and long term development the City of Craig should endeavor to utilize the property through leases, temporary construction or other projects where it can to realize immediate benefits or generate revenue. All immediate projects which are not a part of the long term planning for the site shall, at a minimum:

1. Not preclude longer term goals or development objectives. In other words, immediate development which is not a part of the long term development plan should not interfere with long term development.
2. Be compatible with the intended uses and goals of the property.
3. Address one or more of the goals and objectives outlined in Chapter 3 of this development plan.

All proposed temporary uses that will last for less than twelve months, that will not modify any existing structures and will not create a substantial increase in commercial activity and traffic may be permitted by an access permit submitted to the Craig Planning Department and approved by the Craig City Administrator.

All proposed temporary uses (uses that will last or reserve a location for more than one year, uses that modify existing structures or uses that create a substantial increase in commercial activity and traffic) shall be permitted as follows:

1. The applicant shall file an application for an access permit with the Craig Planning Department along with the applicable fee.
2. A notice of the proposed use and location on the site will be posted in three public places and on the city web page no less than 15 days prior to the public hearing.
3. A public hearing on the proposed use will be held by the Craig Planning Commission
4. The Planning Commission will pass a resolution which will recommend approval or disapproval and will recommend any special conditions. The recommendations shall be passed on to the Craig City Council.
5. The Craig City Council will approve or disapprove the proposed access permit and will attach special conditions including a specified term for the permit. The City Council may also authorize the city administrator to negotiate a lease of property for the proposed use.

Astoria Seafoods Lease Proposal. Currently Astoria Seafoods is interested in basing the processor barge Atlantis on the site for two to three years. New steel pilings would be put in place along the face of the existing industrial dock, old pilings would be removed from the area, and the industrial dock would be redecked and have other improvements to make it usable and safe. Astoria is proposing to operate the barge mounted processor at the site for several months a year, with their primary focus on seine caught pink salmon for an overseas market. Their preliminary estimate is as much as 10,000 tons of salmon per year processed here. They propose to use the industrial dock and a portion of the upland, including

buildings 3 and 4 shown in Chapter 4 of this plan. The upland would be used for staging, storage and parking. Under their proposal they estimate that they will have approximately 100 employees working during the processing season. This proposal appears to be an appropriate temporary use of the property, does not interfere with the new breakwater and harbor development (the environmental study and preliminary design/engineering phase for the new harbor may take as long as two years), will provide a positive economic benefit (in payroll, additional fish tax, lease fees, etc.), meets the current zoning for the property, and will help with the costs of some of the upland development. The city should entertain a proposal to lease the industrial dock and a portion of the upland (including the maintenance and storage buildings) for a period not to exceed the environmental study and the preliminary engineering phase of the harbor development and then renewed only on a yearly basis. The term of the lease and the resulting occupancy should not interfere with or postpone the construction of the new breakwaters or harbor system, including the destruction of the current industrial dock.

Preparing the Site for Long Term Development

In addition to temporary development the City of Craig should begin steps to prepare the site for development. These steps include:

1. Surveying, engineering, building inspection and environmental work necessary to proceed with upland and harbor development.
2. Removing buildings that are identified for removal in this plan, particularly those buildings that are deemed unsafe. Unless identified for immediate destruction buildings identified for removal shall be offered for sale and removal as is; offered for salvage; or destroyed in an appropriate manner. The city shall determine the best disposal method for each structure. Buildings that have been deemed unsafe should be removed within 6 months of the approval of this plan. The city should request proposals for removal or salvage of other buildings that have been identified for removal.
3. Preparing zoning regulations appropriate for the mixed uses identified in the planning process.
4. Minor repairs, maintenance, earthwork and other site preservation or preparation activities.
5. Minor repairs, maintenance and other work necessary to maintain existing buildings in usable condition and to stop deterioration.
6. Subdivision of the property.

The photo below shows the property with buildings removed that have been identified for disposal in Chapter 4.



Figure 2, Ward Cove Cannery Site with Designated Buildings Removed

Road and Utility Layout

Roads and utilities are an important part of the long term development. Utilities should be completely planned and engineered before permanent road construction takes place. This will preclude having to tear up roads to install utilities later. This should not, however, preclude temporary road construction to meet immediate needs or to facilitate development projects.

Among the public comments were several that had to do with roads and utilities. Roads should include sidewalks and be pedestrian friendly and utility lines should all be buried. If underground utilities are feasible they should be used.

There is an existing sewage lift station located at the northeast corner of the administration building. It should be determined, as part of the engineering, if this lift station is sufficient, or if it will need to be replaced. This lift station is very important since the topography of the site will not allow gravity sewer from most of the site to existing sewer lines.

Roads should be extensions of First Street, Second Street and Water Street/Front Street in order to integrate the project into the existing traffic flow. This will help emergency responders through the area and will alleviate some of the current traffic problems along Front Street.

The photo below shows some approximate locations of roads. These road locations are not set and may be changed as the plan is developed and the final subdivision takes place.



Figure 3, Approximate Road Locations

Subdivision

Once the buildings that will be renovated are identified and the requirements for utility locations are determined a preliminary plat showing the right-of-way locations and development lots and tracts should be prepared. The size and number of development lots will be determined by the final zoning code for the development area, buildings and identified uses. The development tracts shown on the subdivision may be subdivided later into development lots.

Harbor Development

One of the primary objectives for development of the area is a new harbor. The City of Craig has a long backlog of harbor spaces for all vessel sizes, does not have adequate large vessel moorage and does not have the capacity to increase the size of the fishing fleet or accommodate tourist boats traveling the area. A new harbor is crucial to continued economic growth in Craig. The new harbor design should include larger vessel transient spaces, increased number of small vessel transient and permanent moorage spaces, a drive down ramp and loading/unloading area where the ramp meets the float system, multiple access points, and the capability to eventually tie into the existing City Float system. The City of Craig has been working with the US Army Corps of Engineers on the location and siting of a new harbor. The Corps has determined that the Ward Cove Cannery site will be ideal for a new harbor location. A preliminary study has been conducted by the Corps and they are waiting on funding from the city to begin the environmental impact statement/environmental analysis. This document is estimated to cost between \$800,000 and \$1 million and will take up to two years to produce. The City of Craig is responsible for securing 50% of the funding required for this study. Once the study is complete the city can apply to the Corps for 80% funding for all breakwater and channel/dredge work required for the new facility. As the drawing shows below there is a significant rubble mound breakwater and a floating breakwater being considered in the concept plan. The drawing below does not reflect the multiple access points discussed in the public comment.

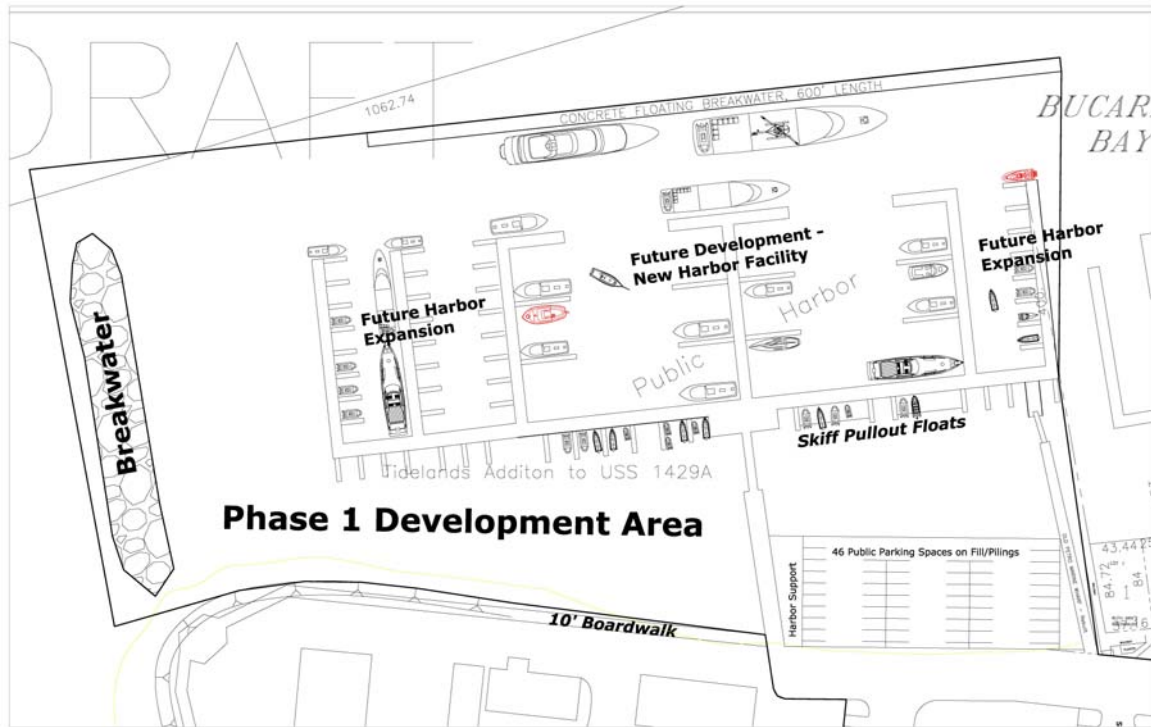


Figure 4, Proposed Harbor Layout

The harbor development is designed to be a phased development. Even after the breakwaters are constructed the float system is designed to be constructed in phases.

Upland Development

Upland development will take place in phases to meet short, medium and long term goals and capabilities. Development will be a combination of city managed development, private development on city owned land (leases), non-profit development (historic building renovations) and private development on private lots (sold by the city to private developers). The method of disposal for any given lot must be approved by the Craig City Council. It would be helpful to identify potential disposition in the preliminary subdivision process. The following is a draft of disposition and development of the upland portion of the property. Figure 6 shows the entire upland development area. The upland development area is divided into seven development blocks. These blocks are discussed separately below. The City of Craig reserves the right to modify the development plan.

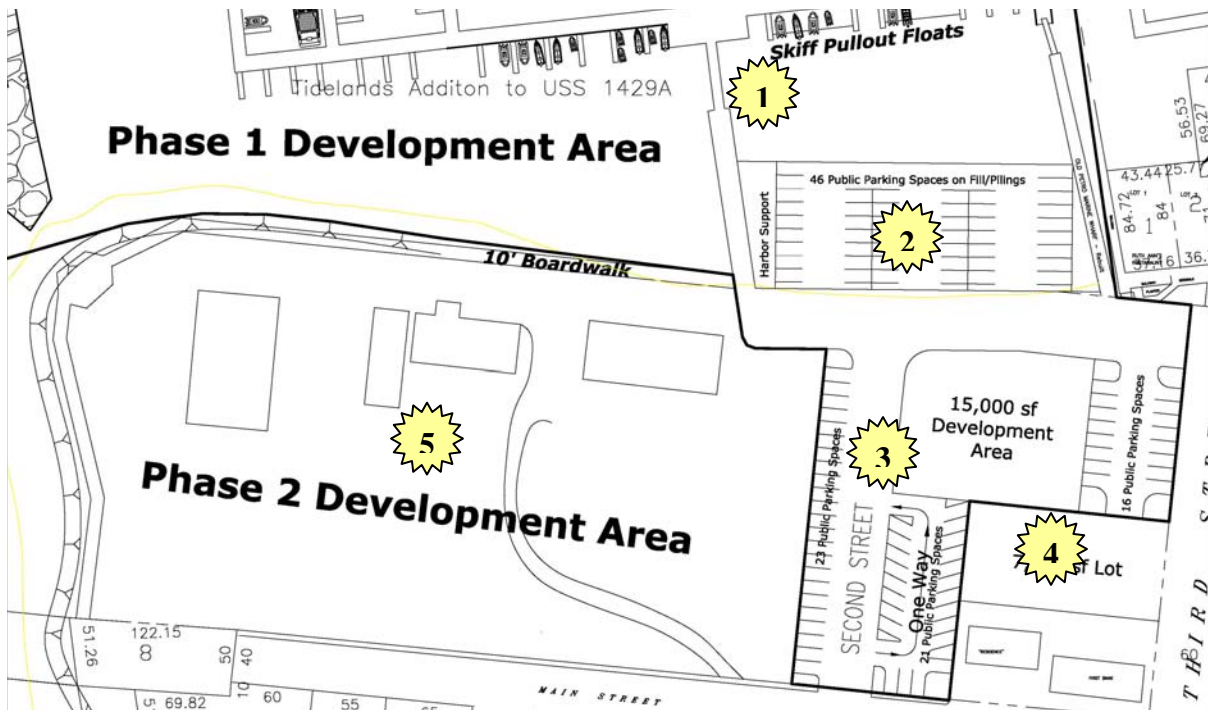


Figure 5, Upland Development Area

Development Block 1. This tideland area is designated for development of breakwaters, floating docks and approach structures as designed. The final design will include moorage for large and small vessels with an emphasis on transient moorage. The facility will include multiple access ramps and may tie to the float system to the east. At least one of the access ramps should be capable of supporting vehicles and have a loading/turn around area on the float. The floating dock should include some skiff pullouts. No boat launch or grid facilities are presently planned for the new harbor facility.

Development Block 2. This area will be developed for public parking and harbor support services for the new harbor. The area may be filled, pile supported, or a combination. The final draft design includes 46 public parking spaces and an area on the west end of the development block for waste oil, garbage, a fee collection station and other harbor support. This area will support the majority of the harbor parking and support needs.

Development Block 3. This area contains a combination of public parking, access to the site and an upland development parcel. The final design for this area contains 60 public parking spaces. These spaces will augment the harbor parking in development block 2, increase available parking for downtown businesses, provide consolidated parking for future development phases and provide parking for the city gym activities and child care center. Access from Water Street and, through the parking area, Main Street will provide for adequate traffic flow for the east end of the property. Final road layout should consider the future access to the west end of the property.

In addition to access and parking, there is one upland development area containing approximately 15,000 square feet. This space may be subdivided into multiple lots and used for additional harbor support or private development through lease or sale processes.

Development Block 4. This 7,500 square foot lot may be offered for sale to First Bank to allow for expansion or may be developed as a separate lease/sale lot. If First Bank does not want to pursue purchase of this parcel it may also be considered for additional parking.

Development Block 5. This block contains the remainder of the upland. Although some site work such as removal of buildings and some temporary uses such as leasing to Astoria Seafoods will take place, final development design of this area will be reserved for Phase 2 of the project. The city will take proposals for development of this area and look at the uses that are driven by the new harbor. Final lot configuration, access, parking and utilities will be designed based on this input. There is no timeframe for the second phase of the development.

Development Timetable

The following timetable includes all Goals and Objectives contained in Chapter 3. The number of the Goal and the number of the Objective are contained in the first two columns. These numbers tie directly to the numbers assigned to each goal and objective in Chapter 3. The development breaks into four phases which include immediate, short term (0 – 5 years), medium term (5 – 10 years) and long term (10 – 20 years). An “X” in each column indicates that that objective will be worked on in that phase of the development.

Goal	Objective	Short Term	Medium Term	Long Term
1.	Expand Harbor			
	1-1. Environmental Analysis	X	X	
	1-2. Survey, engineering and design of Breakwaters	X	X	
	1-3. Survey, engineering and design of Float System	X	X	
	1-4. Remove old pilings and other structures identified for removal	X	X	
	1-5. Construct Breakwaters	X	X	
	1-6. Construct Upland support facilities (parking, waste area, harbor office, etc.)	X	X	
	1-7. Construct approaches, docks and other float structures.	X	X	
	1-8. Float System Expansions		X	X
2.	Increase parking, install utilities and construct site			
	2-1. Develop parking for city gym	X		
	2-2. Develop temporary additional parking along Front St. and Water Street			
	2-3. Include parking in utility designs, street widths and survey plans on the project	X	X	
	2-4. Integrate project into the traffic flow of First, Second, Front and Water Streets	X	X	
	2-5. Analyze the feasibility of incorporating Beach Road and Main Street into the project	X	X	
	2-6. Install utilities and construct roads and parking areas	X	X	
3.	Develop, use and dispose of parcels for identified activities			
	3-1. Identify and remove buildings that are deemed to be unsafe.	X		
	3-2. Develop mixed use zoning	X		
	3-3. Identify existing improvements that will be used specifically identify areas to be managed by the city, leased for private development or sold for private development.	X	X	

Goal	Objective	Short Term	Medium Term	Long Term
	3-4. Identify existing improvements that will be removed. Begin removal.	X		
	3-5. Incorporate buildings and uses into the subdivision plan	X		
	3-6. Ensure that permitted and conditional uses allowed in the zoning are compatible with surrounding residential and commercial activities. Consider zoning elements or lease/sale covenants that encourage economic development.	X		
4. Maintain and preserve historic and cultural resources				
	4-1. Conduct an assessment of building condition for buildings on the site that are identified for renovation. Use the assessment to determine the feasibility of keeping and renovating those buildings.	X		
	4-2. Include historic and cultural resources in the zoning designation for the area	X		
	4-3. Identify and inventory historic and cultural resources on the property. Consolidate those resources on site	X		
	4-4. Identify the feasibility of a museum/cultural center on site. Identify potential locations and partnerships.	X		
	4-5. Identify buildings of historical significance and work with local groups to secure restoration and preservation funding.	X		
	4-6. Incorporate the retention of historical buildings and a potential museum/cultural center into the subdivision plan	X		
5. Integrate the development into downtown Craig				
	5-1. Integrate proposed streets and utilities in survey, design and engineering documents and plans	X	X	
	5-2. Improve traffic flow for Front and Water Streets by design and construction of new streets.	X	X	
	5-3. Incorporate utility and access into subdivision plans.	X		
6. Identify areas to be set aside for public use				
	6-1. Identify public uses for the property and, where possible, identify the site requirements and preferences for each use.	X		
	6-2. Include parks, open spaces and pedestrian facilities in the zoning and planning activities.	X		
	6-3. Integrate public uses, open spaces, parks and pedestrian facilities into the subdivision plan	X		
	6-4. Determine feasibility of locating the library on the site (Phase 2 area). Determine the feasibility of collocating similar activities such as meeting space, museum, cultural center, etc.			

Appendix A: Public Comments

The following comments were gathered from the public between August and December 2006. Comments were submitted in writing, by email and in person at various public meetings and planning commission meetings. The public comment sheet asked eight questions. The comments that were gathered have been arranged into those eight categories.

Public Comment Sheet
<p>1. Do you have any comments on the development goals and objectives (Chapter 3)?</p> <p>Kent Miller commented in writing on August 14, 2006: The range of conceptual uses of the "Future Development" areas is not defined. Broad definition should be worked out, to estimate the scale of potential site development, project compatibility of uses, and determine the approximate timing of future development.</p> <p>Marge Young commented at the September 13 Noon public meeting: She commented that there were a lot of proposed uses in the conceptual plan.</p>
<p>2. Do you have any comments overview of the land status (including the contaminated soils report and the building conditions and recommendations found in Chapter 4)?</p> <p>Kent Miller commented in writing on August 14, 2006: I do not agree that the Administration Building's condition is "fair to poor;" based on experience both in new construction and remodels of historical buildings, I believe it is "fair to good," and that this building is a very good candidate for renovation. This is a handsome and distinctive building, an excellent landmark for the Craig waterfront, well suited both to the site and to adaptive reuse. A condition survey and renovation plan for this building should be done by a licensed architect who is unbiased, well-qualified, and experienced in historical renovation.</p> <p>Barbara Stanley asked at the public meeting held August 30, 2006: Were there still contamination issues? Brian said that the Alaska DEC had issued a letter of no further action on the tank farm contamination, but an environmental survey of the whole location had not been completed. Brian said that the EPA Brownfields program may be utilized to have a more comprehensive scoping done to see if there are other environmental issues. Brian said that there were no other known contaminated spots. Brian also said that the previous owners still held some liability for existing contamination that is found later on.</p> <p>Jim Seley commented at the public meeting held August 30, 2006: The petroleum contamination from the old tank farm was cleaned up pretty well, but that he still could tell that the soil had been contaminated with diesel. He said that he liked the harbor expansion but hoped that the upland could have been bought by private developers. Jim also commented that he has people tell him that there is oil contamination near the shop and generator shed. He also said that he thinks that the old cannery fire garbage was buried behind the web loft building.</p> <p>Jim Seley commented at the public meeting held August 30, 2006: He said that he supports the idea of reconstructing replicas versus renovating some of the old buildings. He said that he doesn't want to see a lot of money put into the walkway but was glad that the city made it safe. He said that he would like to see some numbers on the cost of renovation for several of the buildings. He said that the site is a prime place for recreation such as the library. He said that he would like to see the medical facility on the property.</p> <p>Angie Valcarce asked at the public meeting held August 30, 2006: When were the buildings built? Brian said that construction and reconstruction occurred between the 1930's and the 1950's.</p> <p>Greg Head, City Council Member commented at the August 31 public hearing portion of the planning commission meeting that the first thing is that an evaluation of the</p>

buildings needs to be done. We then need to renovate or tear down and rebuild. Rodger Sadler said Brian and other persons did a walk through of the site and noted the conditions of the buildings.

Bill Altland, Planning Commissioner commented at the August 31 public hearing portion of the planning commission meeting that he agrees with Greg that there needs to be more information on the needs and cost of renovating the buildings. What kind of historical futures does each building have? How do we know what we are asking about if we don't have a professional look at the buildings? Then we could have the public decide what should happen. How can we determine cost or comment the right way by knowing needs to be done. Are there any other funds other than municipal? Brian said that from our perspective we are at the point that we need to determine which buildings need to be inspected. The cost of inspection is going to be high so we need to decide what buildings fit into the development plan and are in a condition that they may be kept. Then we need to have those buildings inspected. Brian said that we will be looking for funding, but we need to get an idea of what we want to do with the property and go from there.

Cheryl Fecko commented at the August 31 public hearing portion of the planning commission meeting that she enjoyed taking a tour of the site. She thinks that a survey needs to be done so she can see an estimate of the renovation costs. Cheryl saw lots of different artifacts that she doesn't want to see go away.

Roger Sadler, Planning Commissioner, commented at the August 31 public hearing portion of the planning commission meeting that we need to get an engineer to come in and inspect buildings and get written report on repairs. Then we need to get bids. But, before we do that we need to know what kind of roads and other plans we want to include in the development so we know which buildings are candidates for renovation and which should be excluded from consideration.

Gail Slentz, Planning Commissioner commented at the August 31 public hearing portion of the planning commission meeting that she spent about five thousand dollars on an appraisal on her building so it is going to be very expensive to get those inspections done.

Brian Templin, City Planner commented at the August 31 public hearing portion of the planning commission meeting that we need to decide what buildings we would like to consider keeping, then start finding the funding for the inspections and surveying and then decide what we would like to keep, instead of spending the money and finding out that it's something we didn't want.

Greg Head, City Council Member, commented at the August 31 public hearing portion of the planning commission meeting that we need to choose five or six buildings and then get assessors in to give us there suggestions about what shape the buildings are in. Then go on with the plans for what we want to keep.

Marge Young commented at the September 13 Noon public meeting: She said that she was supportive of some of the buildings being considered for renovation.

Jim Seley commented at the September 13 5:00 pm public meeting. Jim said that he thought that we are going to find oil, buried debris and other problems under the buildings.

3. Do you have any comments on the temporary development or site preparation (Chapter 5)?

Karen Head commented at the August 31 public hearing portion of the planning commission meeting that she is looking at long term development of property. She is concerned about short term temporary uses becoming permanent. Roger Sadler said that's the reason for the development plan to make sure that anything being done the property will be consistent with the long term development. He has heard from more then one person the same concern as Karen has about the temporary development.

Lonnie Walters, Planning Commissioner commented at the August 31 public hearing

portion of the planning commission meeting that he is against any kind of temporary use. He believes that anything temporary in Alaska becomes permanent.

At the public meeting November 9, 2006 Frank Lazo - Asked about hearing that tentatively there are going to be persons using the Ward Cove site. He said his only concern is about the use of water. Frank would like a study done before they get here. Brian Templin said that Astoria Seafood has been discussing coming up for the summer to do some fish processing. Astoria Seafoods came here a few weeks ago to speak with the City council about it. He wanted to let them know what they wanted to do and what the process was going to be. Astoria is proposing to bring a fish processing barge in to process seine caught pink and chum salmon. They are looking hiring 80 to 100 people. They would like to hire workers locally but are able to bring workers with them. They said that they have a enough space on the ship for cold storage, office and sleeping facilities. The barge will have a high usage of water and electricity. Brian said that Frank was right about the need to upgrade the capacity. Astoria has told the City that they are looking at working during the summer for two or three months for about three years. Astoria would be interested in looking at upland alternatives after the two or three years.

At the public meeting November 9, 2006 Cheryl Fecko mentioned the one thing that she fears is that the barge seems to be driving the decisions for the Ward Cove development. She said she doesn't want that to be the base plan for it. She doesn't want to see it become an industrial park, because we already have one here. Mark Beardsley asked about the same thing. He wants to know if the City has looked at the JT Brown Park. He said that it's already set up for the industrial use. Brian said that we have considered using JT Brown Park or False Island area, but that the logistics don't seem to work out without a huge investment in infrastructure or impacts to the ice plant, industrial crane or fuel dock. Brian also said that mooring the barge at False Island would also interfere with the city construction of a land based processing and cold storage plant that the city has funding for. Mark said that he just thought that he would ask because if you were going to put in pilings at the Ward Cove site for this, then why don't you use that over on the False Island site, for the cold storage that the City is looking at having in the future. Barb Stanley commented that she feels that Mark is correct. She would also like to see the City use False Island. Just for the simple fact that all the upgrades for water and electricity would help jump start development out there. Tim Koentopp commented that he wasn't sure if anyone has really taken in the potential effect of all the noise that having the barge there will cause. It will probably run twenty-four seven, plus you will have containers moving on and off the site at all hours. He asked if anyone knew how noisy the processor was running. Brian said that Dennis had gone to Washington and taken a look around on the barge. Dennis was told by Astoria that the vessel has not been up and running for a year or so. Brian said that he wasn't sure what the walk through consisted of and whether Dennis had seen the vessel operated to see what kind of noise it would cause. Greg Boyd asked Brian how many dollars are we looking at, millions or hundreds of thousands. What kind of revenue are we going to be generating for the City, Based on what its going to cost them? Are we getting away from future rolls that we are looking at for this property? Jon Bolling answered that the whole thing is up in the air at this point. Until the council authorizes the terms of leasing the property to Astoria Seafoods it may fall flat on its face. Greg asked how they will be feeding and housing all of the people that they have to bring in for labor. Jon answered that they will more than likely feed them on the barge as well as house them. They do have the facilities on the barge to do that. Jon said that he had not determined the amount that the city would receive. He said that he thinks the lease will generate about ten thousand dollars a year in revenue. Also if they process fish here in the City of Craig then we will get some fish tax revenue as well. Jon Bolling said from a City Administrator side, he would be happy to see the city break even on the lease if it accomplishes other development goals, doesn't interfere with the development of the site and helps to further development of the fishing industry in Craig. Cheryl Fecko asked if this project is going to be taking away from any other goals and objectives for the property development. Jon Bolling said that there is nothing set in stone that this lease will even happen. The lease application will go to the city council next month.

Cheryl asked what would happen if the lease didn't happen. Brian said that they had made a proposal to lease some tidelands and some uplands, including a couple of buildings that the development plan shows as potentially being kept. Brian said that their use and maintenance of the buildings will slow deterioration, make improvements to the buildings, and install utilities and other improvements that appear to fit into the draft development plan. Brian said that all of the proposed improvements related to the lease still need to be discussed with Astoria, but that in the end they should all support the final development plan.

At the public meeting November 9, 2006 Sheila Beardsley commented that she could not see how people are not going to be impacted by the smell, noise, and all around operation of the processing barge. She commented that she would like to see it out at the JT Brown Park. (referring to the Astoria Seafoods Barge)

Karen Head commented by letter on December 3, 2006. I understand that importance of trying to generate some income from this property and spur economic development for our community, so I am not opposed to the lease of part of it to Astoria Seafoods for a fish processing operation. What astonishes me, after all the public hearings that have been held is that you are considering their proposal to include the cannery point as a rocked over container staging area! Every draft plan that I have seen at these meetings has shown the cannery point as a green area with possibly a pathway around the beach to connect the downtown to Beach Road for walkers. You have received testimony about the archeological importance of that area, and living next to the property, I am aware of its use even now as a place to walk dogs, access the beach, and enjoy the view. There is plenty of room for Astoria's operation without using the point. For instance, the proposed staging area between the machine shop and the web shed could be extended toward Main Street. That way, the new road would not have to continue on behind the web shed, leaving less impact from this "temporary" use of the property.

At the December 14, 2006 noon public meeting The question was asked about the processing outfit that plans to come. If they do end up doing well are they going to end up wanting to stay? Dennis said they do have a long term plan. They want to get the Barge up here and going in the short term and move to a land based processor in the area in the long term.

At the December 14, 2006 noon public meeting Ralph Mackie commented that you are going to hear the processor all over town and that it should only be short term on the Ward Cove property. Dennis agreed and said that there has been a lot of interest in a shore based plant. Ralph asked what it would take to put Astoria at False Island. Dennis said that there would have to be about a half a million dollars in improvements for them to set up at False Island and that they would have to go through a long permitting, design and construction process. Brian added that the city is also currently working on a shore based plant in the area and that putting Astoria there in the short term may interfere with the long term development of that plant. Dennis added that Astoria is very interested in moving to False Island in the long term and that they are ready to commit funds to help with the construction.

4. Do you have any comments on road and utility layout or on the subdivision of the property (Chapter 5)?

Kent Miller commented in writing on August 14, 2006: Access and parking are not minimized to conserve land area for primary uses, and are not planned with loops and cul-de-sacs enabling quick and easy access in and out. This should be revised, eliminating congestion at shoreline street ends and at the "Harbor Access" area at the head of the dock. Vehicle access to/from the existing congested foot of Third St. may not be necessary or desirable. Parking count and parking locations seem random, not necessarily relating to parking demand of existing and proposed buildings and the small boat harbor.

Mike McKimens commented by email on September 6, 2006: On page 31 the # 11 Old House (e): you state "Current water, sewer and utility connections ...are made directly from 3rd. Street." I have always known this building as the "Guest House".

The water comes from Main Street. The curbstoep is located on the south side of the building just east of the access road. I don't know for sure but suspect the sewer for this house runs downhill to the existing pump station located next to the Administration Building. I don't recall any records to this affect but there is a crude as-built map of utility construction prior the 1982 paving of Main Street located in Steve's office that may help answer the question. As for Old House # 10, it was always a mystery to me exactly where the water service came from? I am assuming it is somehow hooked in with the Main Street 2" feed that serves the entire compound. I don't think it comes off 3rd street. You could ask Shorty if he knows. I suspect the sewer for House #10 does the same thing, runs downhill to the on-site pump station.

Marge Young commented at the September 13 Noon public meeting: She said that she was happy to see the work on the boardwalk and it reminded her of when she was growing up in Craig. She commented that she liked the extension of the road system on the property and the tie in to other streets to alleviate the traffic flow problems.

Ralph Mackie commented at the September 13 Noon public meeting: He commented that there are a lot of roads and tiny lots on the current plan. He said that he would like to see fewer roads and more development property on the site. He said that he would not like to see First Street go through.

At the public meeting November 9, 2006 Mike Douville asked about comments on the draft maps that he had. Brian said that the drawings hadn't been distributed yet, but that he has had several people comment on the amount of space dedicated to roads versus development. Brian said that he prepared several draft drawings to show different road configurations including access or no access from First Street, Second Street and Beach Road. Brian said that all of the drafts showed at least two points of entry and exit to the property. Jon Bolling commented that part of his and Brian's job is to look at different variations of plans in order to get a better idea of the possible developments. It doesn't mean that the City will go through with any particular draft plan; but, we need as much review and comments as we can.

At the December 14, 2006 noon public meeting Fred Hamilton asked if there was going to be changes in the access to the property. Brian said that right now there is no real access to the property but the plan should make at least two access points to the property. There have been lots of comments on a combination access points. Fred said that he was not in favor of Beach Rd. being opened up, because that will cause circuit of traffic. It will just cause the kids to go around and around. Brian commented that the current access comes out in the middle of a block right now. He said that from a traffic stand point it should be connected with existing roads. Fred commented that if you use Beach Road as an opening then you will be taking out the proposed park. Brian said that the amount of open space would be affected, but the planning commission and city council would have to balance roads and all development space in the final plan.

At the December 14, 2006 noon public meeting Ralph Mackie said that the first meeting that he went to was in September and that must have been the first draft. He had concerns about the property being chopped up with roads. He said that he was glad to see some options that had less road impact on the property. He said that he was not sure that we need to make a plan right now until a good long term plan has come about. He said that it's one thing to take raw property and draw roads, but he's sure that the city has heard lots of different things that the property should be used for. Ralph said that he doesn't know that what best long term possibility for the property is, but he doesn't see any good with it being chopped up before we know what the uses will be. Ralph commented that out of all the drafts he liked draft number three because it leaves Beach Road alone and First Street. It leaves a large development tract on Main Street, but once you chop it up then you don't have a big property anymore. Ralph asked if the lots near Ruth Ann's would be filled or decked over. Brian said that there has been some discussion of developing tideland lots as a way to extend the developable property. So far it is

in discussion and nothing has happened yet.

At the December 14, 2006 noon public meeting Marge Young asked if the current access to the property would work for Astoria. Brian said that it would work, but that extending First Street would work to, especially if that was a long term access solution. Brian said that it would be good to consider how upgrades for the lease would not only fit in, but benefit the long term development. Marge asked how long Astoria wanted to lease the property. Brian said that they were looking at up to three years. Marge asked if we could proceed with the negotiations with Astoria if we had not adopted the development plan yet. Brian said that it is possible, but it would still be beneficial to the city to be able to integrate the lease improvements with the development plan. Brian also said that the timing would be close that both approvals would happen about the same time. Marge said that anything that would help the fishing in this community would be good for the economy, so anything that could help these businesses in the downtown area would be wonderful. She said that Craig was not at the same level of fishing that it had been in years past and that she would like to see it come back again.

At the December 14, 2006 noon public meeting Pete Van Wormer said that there seems to be people around town that think our economy is great. I don't know where they come from but I think anything to get that processor in here would be great. As far as electricity they would pay for that, as far as water and sewer, I know that planning doesn't like to hear temporary. So anything that can bring the boats in will help the community all over. If the current access is alright then put in the temporary water and sewer. Pete said that as far as the old buildings were concerned that it would be better to wipe them all out and start over and that renovation will have a lot of problems. Pete said that the processor will fit right in with the harbor development.

At the public meeting on December 14, 2006 at 5 pm Mike Kampnich said that he thought that temporary utilities for the barge may be more of a practical way of doing it. He would like to see some underground utilities or something along those lines.

At the public meeting on December 14, 2006 at 5 pm Otis Gibbons said the he doesn't see any reason that Water Street needs to go to the west end of the property at all. He said that if you stop Water Street at the harbor then it would create more of a destination than a through street. Otis said that the property is a nice large parcel and if you add a bunch of streets then it starts to be a bunch of parking that won't help anyone. There is no need to have through traffic because right now the harbor is the only destination on the property.

5. Do you have any comments on the harbor development (Chapter 5)?

Michael Kampnich, Craig Harbormaster commented in writing on August 10, 2006: The harbor design should include skiff pullout/parking ramps. If there are multiple ramps the pullout/parking ramps should be located between ramps.

Kent Miller commented in writing on August 14, 2006: A floating breakwater south of the small boat harbor addition could avoid adverse impacts of the proposed rubble mound breakwater on currents and shoreline scouring, boat traffic, and sealife habitat and migration within and approaching "Shaan Seet," the pass between Old Craig and Fish Egg I.; this should greatly simplify permitting of the boat harbor. A well-designed floating breakwater, perhaps incorporating a windbreak, can provide good weather protection.

Mike McKimens commented by email on September 6, 2006: Throughout the document there is mention of harbor facilities and public access. There is no specific mention of public restrooms or shower facilities either associated with the future harbor or any of the public areas. I'm thinking it would be good to identify prospective restroom/shower facilities(s) locations early on in this process as to my thinking they are clearly needed for this type development. Boaters (both cruisers and locals alike) and pedestrians will need a clean, safe public restroom

facility.

Jim Seley commented at the public meeting held August 30, 2006: He said that the waste oil/dumpster area should be moved to a less noticeable area or disguised. He said that he didn't think that the larger boat owners might not use the new harbor facility, but a new harbor was much needed.

Angie Valcarce commented at the public meeting held August 30, 2006: She agreed with Jim Seley that the waste oil/dump area was an aesthetic concern. She asked what the harbor focus would be and how the city would recover the cost of the harbor. Brian said that the focus will start with additional, large vessel, transient moorage and would expand to include more transient and permanent moorage for small vessels.

Jim Seley asked at the public meeting held August 30, 2006: Was there any harbor monies coming up soon? Brian said that the state legislature granted the city \$1 million for development of the site. Some of that has been used for the parking expansion and boardwalk repairs. Some may be used for the harbor development, engineering or environmental work, but those decisions have not been made yet. Brian commented that one of the first decisions regarding the harbor is to decide whether or not Corps of Engineer funding will be used for the breakwater and channel work. Brian said that if we pursue this funding that we have to provide half of the funding for the environmental study that the Corps will do. Brian said that this will cost the city \$400,000 - \$500,000. Brian said that no other harbor money was identified. Jim said that there was easier ways to get the permits that doing the environmental work. Brian said that it was true that there were easier ways to get permits for the activity, but the Corps would not accept any substitute for the environmental work if the city wanted to use Corps funds for construction.

Gail Slentz, Planning Commissioner, commented at the August 31 public hearing portion of the planning commission meeting that she would like to see a Corps of Engineer survey by 2009. Brian said that we should have the new harbor design done by 2009 and city staff will include environmental work toward that goal.

Michael Kampnich asked at the August 31 public hearing portion of the planning commission meeting about the waterfront and the development. How long term will it be? What about change in demand? He would like to see a harbor expansion soon. Lonnie Walters asked Michael about how much of an increase he has had in the demand for slips at the harbor. Michael said that pleasure boat traffic has depreciated over the last few years; due to increase in fuel cost people are not wanting to travel as much. He did say that the City needs room for bigger boats to come in. He also said that we have more local fisherman that would like to have slots. He also knows that the people out of town with bigger boats that come have to anchor away sometimes due to a shortage of appropriate slips. He has been told by them that they aren't worried about the cost of fuel; it really doesn't matter to them at all to much. But Michael would like to have them come and stay here for a little while.

Marge Young commented at the September 13 Noon public meeting: She had grown up in this community when downtown was a bustling area, which changed when East Craig was developed. She is supportive of the redevelopment of the area and particularly of the harbor expansion. She commented that we are definitely short of moorage space.

Terry Fifield commented at the September 13 5:00 pm public meeting that the west end of the project site would be potential access to Fish Egg Island for kayak, boat, etc. access to the island. He said that there were opportunities for recreation, cultural resources, environmental education and others on Fish Egg Island that could be staged and accessed from the Ward Cove property. As an example he said that we could design access through the new breakwater for kayaks.

Jim Seley commented at the September 13 5:00 pm public meeting. He said that he agreed that the harbor is a real priority. He suggested that if we rebuild the boat ways that they should be relocated to allow tideland fill and development on the east end of the property.

Terry Fifield commented at the September 13 5:00 pm public meeting and asked Jim Seley where he would suggest moving the boat ways to. Jim said that he would move them toward the middle of the beach area. Terry said that the boat ways were a significant feature of the property and should be preserved in some way.

Jim Seley asked at the September 13 5:00 pm public meeting if a new breakwater was just a concept. Brian said that the harbor was definitely a priority and because of the wave fetches those breakwaters on the west and north would be necessary for development of a new harbor. Brian said that the design was not final, but there would be new breakwaters as part of the development.

Lonnie Walters commented by email on November 1, 2006. I know it is early in the game, but I was stopped by a Captain and said he would like to see a row of 4x4 or even bigger storage areas on the new dock for use. He also mentioned that in Seward there is an area dedicated to carts to tie up. Each individual boat has there own cart, there all the same, there Rubber Maid carts, you are given a slot on the upper dock with your name on it to lock up your cart. Carts are not allowed to stay on the dock after use they have to be put back to there dedicated storage area. This gets the City out of the cart business.

Mark Beardsley said he saw one of the conceptual plans with the 5 tideland lots. He was wondering about why the tidelands are looking to be developed more. It seems as if the tide lands should be more preserved. Brian commented on the development saying that the Library wanted a substantial upland lot that would not generate revenue and that the tideland lots would add substantial value to the development. Jon added that with the city wanting to try to get more bang for the buck that staff thought that establishing five small tideland lots like Ruth Ann's and JT Browns would be a way to add value to the development. Jon added that with his experience with the Corps of Engineers that he feels that this would be a simple thing to permit in the overall development. Jon added that these tideland lots are not certain and that it is simply another item for discussion.

At the public meeting November 9, 2006 Cheryl Fecko said that if the city does develop the tidelands by Ruth Ann's, it will put a big wall up. She said that she personally enjoys the view and thinks that it would take away from beach. That's one of the best beach lines here in Craig. She isn't for the tideland development to take place.

At the December 14, 2006 noon public meeting Fred Hamilton asked who is planning to do the plan this way. Fred commented that he felt that the harbor expansion was necessary due to the visitors during the summer. Brian said that the harbor has been in the plan for awhile now and that will be staying. The current plan is primarily transient moorage for larger vessels and expanding the number of smaller slips. Fred said that he wouldn't be in favor of that being mostly transient moorage. Brian said that nothing has been set in stone and the harbor committee and harbormaster would have a large say in how the moorage was distributed.

At the December 14, 2006 noon public meeting Ralph asked how the tideland lots would affect the boardwalk. Brian said that final development would probably include a boardwalk where it currently is or possibly at the seaward end of the proposed lots. Ralph said that he would like to see some proposals and a plan before we just filled lots. Ralph said that he didn't know what the city's plan was for the lots and asked if we had to make a decision right now. Ralph asked if there was anything that was driving decisions and the development plan right now. Brian said that some decisions have to be made now in conjunction with the discussion about the Astoria Seafoods proposal. Brian also said that the planning commission and city council would be meeting in January to start to make some decisions about the final development plan. When a final draft is prepared based on those decisions then the planning commission and the city council will have a chance to hear additional public comments and direct staff to make changes to the plan. Ralph asked if there were any other pressing needs besides the Astoria proposal. Brian said that most development was going to need road and utility

locations at a minimum. Ralph said that he didn't mind working with the processing outfit right now on the short-term, if it can be done with low impact to the property and they can move to False Island to a more commercial setting, and that the property is still available to do whatever potential use can be out there. Brian said that from the city's perspective there still needed to be a short and long term plan so the city can move forward with unsafe building removal, roads and utilities. Ralph asked if we should see the lease agreement before we finished the planning. Brian said that the lease should not drive the development, but the other way around. The lease should address the proposed utility placement, access and building removal/retention.

At the December 14, 2006 noon public meeting Ralph asked if there has been any discussion about keeping the old dock and using it with the new one? Brian said that there has been discussion about reusing part of the old docks or removing them.

At the public meeting on December 14, 2006 at 5 pm Marge Young said that if the main focus of the development is the harbor then getting parking closer to the dock free up the uplands for other things. She said that the parking needs to be friendly to the walker and the driver. She said that some of the buildings may need to be relocated or duplicated in different locations to make the best use of the property.

6. Do you have any comments on the upland development (Chapter 5)?

John Clifton commented by email August 8, 2006: First Bank is interested in pursuing the purchase of property next to or north of our branch property. This would be a parcel similar in size and shape to the current lot, 100' x 150'.

Kent Miller commented in writing on August 14, 2006: The site's natural shoreline is exceptionally well-conserved, a rarity in an Alaskan town. Preserving this shoreline and the natural beach grass along its upland margin could be a distinctive and pleasant feature of the site. This would be compatible with a wide-say 12 ft.-shoreline pedestrian boardwalk between Third St. and the site's south point. The site's south point is an excellent viewpoint; it has handsome marine views, excellent sun, sometimes dramatic weather exposure, and offers frequent sightings of loons and grebes, herons and other birds, harbor seals, sea lions, killer whales, and even humpbacks, as well as lively boat traffic. This could be the location of an excellent developed viewpoint, a destination for shoreline walking along the north-south boardwalk, and the east-west shoreline walkway. On the north end of the site, proposed parking areas crowd the shoreline; these could be moved inland, conserving the shoreline for water-dependent and water-related uses, including the "Harbor Support" function indicated. The connection between the narrow shoreline boardwalk proposed on the Ward Cv. site and the street and sidewalk at Third St. is very tenuous. Restoring a portion of the historical Water St. boardwalk north of Third could better integrate pedestrians' shoreline access between the Old Craig waterfront and the Ward Cv. site, and could restore a traditional and functional architectural vernacular.

Jim Seley commented at the public meeting held August 30, 2006: He felt that the web loft was one of the most productive buildings. He said that the city is going to have to have some cost recovery on the project and feels that the web loft building will help that with gear storage. He said that he would like to see the recreational stuff spread throughout the property and that the cannery theme, historical them should be incorporated throughout the development.

Karen Head asked at the August 31 public hearing portion of the planning commission meeting if the city was looking at the preservation of the historical culture. She had a picture to show to everyone of what the Ward Cove Cannery looked like in the 1930s. She is concerned about keeping the Administrative building preserved because it's the only building in the picture that you can tell is still here today. (Brian later researched the photo and found that it was dated circa 1912)

Rodger Sadler, Planning Commissioner, commented at the August 31 public hearing portion of the planning commission meeting about the safety cost that is going to be involved in the renovation of the buildings that will have to be done to come up to standards. Two of the big projects that will have to be done are the electrical and fire prevention as far as sheet rock.

Bill Altland, Planning Commissioner, commented at the August 31 public hearing portion of the planning commission meeting that he had met a gentleman from Ketchikan that has done work on restoring historic buildings over in Ketchikan. He would like to have him come over and see what he would have to say about the renovation of the cannery.

Frank Lazo, Assistant Harbormaster, commented at the August 31 public hearing portion of the planning commission meeting that when he had started fishing he remembered the board walk. We have need of future harbor expansion. There are buildings that are very unsafe on the site. He knows when they built most of the buildings that they just made them for summer fishing and that they were designed to be closed in winter. Most of them are built on pilings. He knows that we need to preserve what we can. He hopes that in the future the City won't have to sell the land and have someone from California buy it and turn it in to something else.

Tim Koentopp commented at the August 31 public hearing portion of the planning commission meeting that he doesn't want to see everyone start to park on Main Street. He asked if some better parking would be enforced so that people who live on the road across from the cannery will not have to worry about being blocked or not having someplace to park. Tim said that he would like to see if maybe the city could make it a no parking zone along Main Street where the cannery site is.

Marge Young commented at the September 13 Noon public meeting: She commented that the city should consider development of commercial lots on some of the tideland area. She liked the idea that the site would be developed to take advantage of the growing tourism, but would still be usable by local residents year round.

Kelly Mackie, Craig Librarian commented at the September 13 Noon public meeting that she would really like to see the lot along Main Street near the west end be set aside for a library.

Ralph Mackie asked at the September 13 Noon public meeting if there were plans to extend the boardwalk. Brian said that there was a concept to wrap the boardwalk all the way around the property and maybe even incorporate a gazebo and interpretive areas.

Terry Fifield at the September 13 5:00 pm public meeting presented a couple of photos dated 1899 that showed a fish camp on the west end of the property which included 20 - 25 houses, canoes, etc. He said that there may be unrecognized archeological deposits along the west end of the property. He said that we need to take into account the archeological artifacts, mitigation and federal resource laws (required if we use federal grants). He also presented a 1929 Navy aerial photo. He said that the aerial photo showed a large building in the area of the fish camp and that the archeological resources may already have been disturbed. He commented that Corps of Engineer funding for the new harbor will require that those resources are dealt with. Barb Stanley and Terry commented that this would be a good reason to leave a good amount of open space on the west end. Terry commented that a "petroglyph walk" and interpretive signs along the boardwalk would be an important aspect.

Barb Stanley commented at the September 13 5:00 pm public meeting that she would like to see the boardwalk extended around the property. Terry Fifield agreed.

Terry Fifield commented at the September 13 5:00 pm public meeting that there needed to be a compromise between economic development and other uses. He said that we have the historic buildings and that we should attempt to preserve the actual buildings and not just recreate them, particularly the web loft, the

maintenance building and the administration building. Terry also talked about the National Historic Register and the funding that results from that. He said that we should pursue the eligibility for the National Register. We could approach it in phases as we narrow down the buildings that we want to maintain. He said that this will be necessary for restoration/renovation grant funding down the road. He suggested that Jo Antonson (sp?) from the state historical preservation office would be a good contact as we begin looking at these options. He said that she is also the contact for historical grant information. Terry made some additional comments that there were options in how we approached the National Register process. Terry commented that the current historical society is not very active but he said that he would be willing to help individually in the process.

Terry Fifield commented at the September 13 5:00 pm public meeting that there was potential for tideland lots on the east end.

Jim Seley asked at the September 13 5:00 pm public meeting if the city was pursuing any grants for health facilities or other projects on the property. Brian said that we are working on funding for a new health clinic, but the current proposal is not on this site. Jim asked where the Ward Cove site fits into the clinic project. Brian said that the current design is on a five acres site near Crab Creek and it would probably take up the entire Ward Cove site if moved there. Brian also said that we are not actively pursuing project funding on the site until we complete the planning process. At that point the city and other groups will begin to pursue funding to go ahead with projects that have been approved in the final plan.

Kelly Mackie and Cathy Bolling commented at the October 3 Noon public meeting that spaced should be reserved for a new library on the site. Kelly said that the library site should have enough room for a 5,000 sf facility. Kelly said that the library was open to discussion about collocating or adjacent construction for facilities for museum/cultural displays. Kelly and Cathy also commented about the possibility of renovating the old administration building as a new library.

At the public meeting October 26, 2006 Gail Slentz commented that she felt that the site was bought with public money and that the entire site should be accessible by the public. She also commented that she felt that the marine ways should be rebuilt and maintained as part of the historical aspect of the development. She commented that if the development plan is being driven by the public input, who wanted the development lots along the beach. Brian said that there were lots of comments from various people and within city staff discussions on several uses and that the proposed tideland area lots were a way to get additional usable area and help balance all of the uses proposed. Cheryl Fecko also said that she didn't see any comment that proposed the new lots. Cheryl asked what the overall mission statement for the property development was. Brian said that the mission statement for the development was the sum of the six goals which were to expand available harbors in Craig; increase parking, install utilities and construct access to the site; develop, use and dispose of parcels for identified activities; maintain and preserve historic and cultural resources; integrate the development into downtown Craig; and identify areas to be set aside for public uses. Brian commented that one of the things that he had to try and do, with guidance from the planning commission, was to balance the comments, needs of the city and the potential resources into all of these goals. Brian went on to say that development of some tideland lots for private development was a way to increase the amount of developable area to help balance all of the competing uses. Cheryl asked if the development could be moved off of the tideland and onto the uplands. Brian said that some areas of the uplands would be used for economic development, but that in order to move the proposed development from the tidelands to the upland would require the plan to eliminate some of the other uses, including parking, public uses, park spaces or revenue (which would in turn require more funds devoted from other city sources to pay for operations of the site). Gail asked if there were any specific numbers that the city needed to get as revenue from the property. Brian said that it was hard to give the specific numbers on the overall

project because there were a lot of factors that still had not been decided. Those factors, such as cost of installation of utilities, how much the city will have to invest in the new harbor, and how much park space and new buildings will have to be maintained. Brian said that if a lot of the site is maintained by the city (i.e. parks, buildings, parking areas, etc.) that it will require additional parks and public facilities workers; the size and focus of the new harbor may require additional harbor staff; the new roads and utilities may require additional public works employees; or some combination of part time employees between all of those functions may require additional part time hours. Brian said that a full time employee adds about \$60,000 per year to the cost. Brian said that at a minimum we could look at direct costs that we know are already set; those costs include property tax and debt repayment. Adding lost property tax, special project funding and potential maintenance costs equals about \$175,000 per year in revenue that the city may want to realize on the property. The most direct way to realize that revenue is property tax, sales tax from increased activities, sales of property, and lease fees. Brian said that it is important that at least some of these costs are covered by activity on the property to prevent reduction in services, increases in taxes and other impacts on services throughout the city. Gail commented that it helped her to look at the potential private economic development as a big part of the overall development. Gail also commented that if parcels of the property were sold that those proceeds should go back into debt repayment or development of the property.

Bill Altland commented by email on October 31, 2006. One important point that was brought up (at least I thought it was important, since I brought it up) was a comment I made about a proposal which you included in the minutes: "*Brian also said that he proposed to include four or five upland/tideland development lots along the beach between the existing fuel dock pier and the proposed primary access pier for the new float system*". This sentence was in the 2nd paragraph of your minutes from that meeting. I asked you who had made that proposal at the time that you mentioned it at the meeting. I believe you said it was city staff. I then asked you if that comment could be included in the **Ward Cove Cannery Site Development Plan Public Comment** sheet since this paper was a compilation of all comments made to date - along with who made the comments. I expressed the opinion that if this proposal was made and is being considered, then it needs to be on that sheet along with who made the comment. I understood you to say at our P & Z meeting that there were other city staff members as well as yourself who came up with that proposal. If that is the case, then I think it should be on the public comment sheet so that folks can see who proposed this. I think if this proposal is seriously being considered, and it appears that this is the case, then it needs to be made known who made it and why. Whether this is actually done or not (and I believe that it should be done), I would like my comment to be reflected in the minutes - that I made the request.

Cheryl Fecko commented by email on November 7, 2006. I am not in favor of filling the portion of the beach next to Ruth Ann's. Some of the nicest stretch of beach is actually in front of the Administrative building and in front of the board walk. I think you will lose the historical value of the property if you fill it in to create property. I am in favor of some development, but feel most of it should be done on the upland portion. We already have an industrial park designated in Craig (JT Brown's Industrial Park), I do not feel the Ward Cove property should become a second industrial park, and I do not feel that was the intention for its ultimate fate.

Sheila Beardsley commented by letter on October 27, 2006. I hope that the city can find other ways to generate funds (through grants, sale of land to First Bank, the harbor, etc.) in order to pay for the remaining balance of Ward's Cove Cannery property rather than selling tidelands as the first option. I am interested in hearing more detail about the potential expenses of developing the property at future public meetings. I think it is best if the city is not competing with

private sector and to better serve the Craig residents, transient fisherman, and visitors with municipal services. I was under the understanding from the very beginning states that the interest of the Ward's Cove property by the City of Craig was to acquire more public parking and harbor expansion through this purchase. I would like to see this vision continued without the development of tidelands; especially when development requires piecing out lots, using fill and/or pilings on the last remaining public access beach in the town of Craig.

At the public meeting November 9, 2006 Greg asked Brian to talk about some of the property on Main Street, First Street, and Second Street. He understands that First Bank is interested in purchasing some of that from the City. Brian said that from Second Street west there is a conceptual development plan and this process is refining that plan into a more concrete development plan. There has been discussion about different uses but no proposals have been brought in. The land hasn't been divided up with what kind of use it will have. Also no one has come to the city for any of the potential development lots. The library is looking at potential upland lots for construction of a new library. The Planning Commission is going to have to look at the land and see what is appropriate for the land. First bank has approached the city and said that they would like to purchase more land adjacent to their current lot. First Bank asked for an additional 15,000 square feet. The City is looking at a possible 7,500 sq. ft. lot, but not a full 15,000 sq. ft. lot because it would take away from other proposed uses, particularly parking. Brian said that he had a written comment from First Bank, but there was no formal proposal in place. He also said that all formal proposals would have to wait until the development plan was in place.

Pete Rice asked if the City owned the Fire Hall and if anyone has anyone thought of moving it and the EMS down on the Ward Cove site. Brian commented that the City does own the Fire Hall and that there had been some early discussion about expanding to the Ward Cove site, but there has not been a lot of support for the idea. John Moots said that at some of the meetings they did comment on it. One reason that it may not end up down there is because there is better spots that the city has around town.

At the public meeting November 9, 2006 Pete Rice - Asked if anyone remembers Libby Boats. Pete remembers when the property used to be full and it was nice to look at. He wants to know if anyone thought of moving the administration building or restoring it. He knows that they have been sitting for many years rotting but he just wanted to know what kind of shape they were in. Pete said that the boat ways were a storage facility but they never worked on the boats there. Pete also asked what was going to happen with the two big lots. Brian said that both of the lots are really tracts at this time. He said that the final use and size of individual lots is still to be determined but that he believes that we are going to have to balance public access and development. Pete asked if there were plans for the old machine shop. He felt that it would be good for POW to have an operating shop there.

At the public meeting November 9, 2006 John Moots commented that he can see commercial development and historic preservation both happening on the property when it's done. He commented that when the harbor is done for large boats, it will make it better. He doesn't see lots of people coming in everyday but just a trickle. He would like to see just Ma & Pa places developed on the property. Further out he want to see the whole development a reason for everyone to spend money in Craig.

At the public meeting November 9, 2006 Barb Stanley commented that we should stay away from so many jewelry stores. Just leave some open space and also highlight the nature of the cannery.

At the public meeting November 9, 2006 Jon Bolling commented that this is the one spot that the people for Craig are going to be able to put some direction on it. He hopes that in twenty years it's a benefit to the community.

At the public meeting November 9, 2006 Mike Douville commented that we have to keep

in mind that one way to generate income in the community is fishing. We also have to keep in mind that renovating the old buildings costs lots of money and the City has some but that the timber receipts weren't assured in the future.

At the public meeting November 9, 2006 Mike Kampnich commented that he has looked at proposal and can see that it's a valuable property. He said that with all the years that he has put into the harbor he's heard many people say how much they enjoy Craig. The reason for that is because we are such a small community and put together so well. Mike said he thinks that keeping it like what we have now would keep a check on too many tourists. We get a lot of income out of pleasure boat operators because of them buying groceries, gas, eating out, and touring the island with rental cars. It's very important that we can keep a low impact in the community.

At the public meeting November 9, 2006 Mike Kampnich asked if it was possible to have some of the property go back to private hands. Brian said that the option to sell property for commercial or residential development is there as well as the possibility of long term leases.

At the December 14, 2006 noon public meeting Dennis Watson said that he wanted to take the opportunity to speak as a citizen. He said that the economy has been going down for over ten years and now the markets for fish are up and we should be having a good run this next year and years to come. He said that he thinks that it is something good to jump on not only for this town but the small businesses. Until people have disposable income again we aren't going to see an increase in the economy and businesses. Dennis said that he has walked through the buildings and that several of them that could come out immediately. He said that a lot of the buildings on the upland need to be taken now because they are very unsafe and too much of a liability. Dennis said that he thinks it's important that the processing thing being here for only three years and that temporary utilities are the way to go. He said that he knows that every person that you talk to has different plans for access roads from First and Second Street and that people have commented that they don't want Beach Road not being opened up because those people have bought lots on a dead end and if it is opened up it will become a circuit of traffic and that he doesn't think that it would be fair to do that to people that haven't had to deal with it all along. Dennis said that people really need to understand that a harbor and the parking and support system are going to be huge. Dennis said that the bazaar that just happened here showed how much we really need to get some parking in the area. Dennis said that people have commented that where the old boat stands are they would like to see it stay the way it is, because they enjoy the view, but we didn't buy the property for that reason. He said that the city purchased it for the gain. The amount of economic development that that will give us here is will be great, and is needed.

At the December 14, 2006 noon public meeting Pete Van Wormer said that he does think that having a walkway around the whole thing would be great.

At the December 14, 2006 noon public meeting Dennis Watson said that like Pelican some other towns that have walkways at least from looking at the plan you could have any access to the businesses that you want, by putting in gates that could be opened.

At the December 14, 2006 noon public meeting Fred Hamilton commented that he would like to see the western most part be left open. As well as the board walk is nice to see.

At the December 14, 2006 noon public meeting A comment was made that the shortage in housing in Sitka has pushed the cost of housing up. If we are increasing the economic development then what is the plan if more people plan on moving in? Brian said that most of the residential land open in Craig is private property. Shaan Seet as a corporation is a big land holder for future land development like the western half of cemetery island, which is about seventy acres zoned for residential use.

At the December 14, 2006 noon public meeting Marge Young asked how much land was

available on the Ward Cove project. Brian said that there is about ten acres total, five upland and five tideland. Marge asked how many square feet is in an acre? Brian said that there was about forty-eight thousand square feet in an acre. Marge said that we have to keep in mind that Thompson House, the post office, bank and Burger King are all on about four acres.

At the December 14, 2006 noon public meeting Ralph commented that there is quite a bit of commercial property that is empty right now. The main reason is that the year round pay roll is has gone down and the fishing industry really needs a boost, we know that we can expect boom years but we don't have a good long term economic plan for year around growth. We may get two or three months out of the fishing. We do need to get a plan of what is going to make money all year round. Ralph said that he thinks that people are picturing a lot more that can probably be put on the property. He said that he thinks that all of the buildings should be removed and that maybe a museum or something could be built to replicate the style.

At the December 14, 2006 noon public meeting Mike Kamprich said that putting the barge down there next summer depending on the term is good and that the old housing units as soon because of safety and liability.

At the public meeting on December 14, 2006 at 5 pm Jim Stuke commented that a lot of those buildings need to come down because he has been in and out of them for the past few years and they are not in good shape. He commented that rebuilding some buildings in the same style may be the best solution. He said that the property needs to be a marine based facility, because we have very little marine space.

At the public meeting on December 14, 2006 at 5 pm Marge Young said asked if there was discussion of filling in some of the tidelands to increase parking. Jon Bolling said that the Corps of Engineers would have to permit the fill and that they would probably not look favorably on fill for parking. Brian said that we do need to generate about seventy five to one hundred parking spaces on the property to service the harbor, service the existing businesses on Front Street and service the proposed development.

At the public meeting on December 14, 2006 at 5 pm Paul Coffey said that he was just in New York last week and did some Christmas shopping. He said that he parked further away than the length of the property so you could put the parking anywhere right now.

At the public meeting on December 14, 2006 at 5 pm Jim Stuke said that he doesn't think that any of the parking should be shore side. There should be some kind of short term parking if people would like to unload groceries and stuff like that. We all know that we've been to Seattle and even Ketchikan and all there parking is on hills. So the parking should be upland and out of the way. Dennis Watson commented that if you have a harbor that you will need parking close. Jim said that you could have ten or twelve temporary parking spaces along the water.

At the public meeting on December 14, 2006 at 5 pm Ralph Mackie said that we don't have people just walking to their cars in tee shirts, they have stuff and are going back to their boats with stuff so the harbor parking needed to be fairly close to the harbor. Ralph asked why don't any plans show anything about Water Street? Why not just take and have it run right down to the harbor? He said that if you ran Water Street to the new proposed harbor that you could wait on development of the rest of the property. He said that if we remove the administration building then the road could go along the waterfront. Dennis said that that building is in terrible shape and that it is going to take at least a few million to renovate. Brian said that many comments have been in favor of renovating the administration building but that it was in really bad shape. This will be one of the most difficult discussion items for the planning commission and city council.

At the public meeting on December 14, 2006 at 5 pm Kelly Mackie said that if it was a beautiful building then she could see spending lots of money to renovate it, but it isn't.

At the public meeting on December 14, 2006 at 5 pm Jim Stukey commented that the current boardwalk is on pilings and you can't drive on that. He said that what everyone is saying here is that we should put the parking right in front of where the office building is.

At the public meeting on December 14, 2006 at 5 pm Ralph Mackie said that he was thinking that the parking should stay where it is and just expand it out more. That would really help Ruth Ann's and the rest of down town.

At the public meeting on December 14, 2006 at 5 pm Ralph Mackie commented that we really do need to think of year round employment. Only when there is no one interested in seasonal. What kind of revenue does the harbor bring in for the City? Dennis commented that it is not just moorage, but income from related services that will really help the community.

At the public meeting on December 14, 2006 at 5 pm Marge Young said that it's not out of the question that some developer from the outside might be willing to come in with some kind of proposal or something. She said that we have always been a seasonal town, but it would be nice to have something that could employ people year round. There may just be someone that would like to come in and do some kind of commercial development or something. She said that in places like Seattle the water front is the thing that draws people. This community could get something like that. Like the charter business they are here six months out of the year. They have people going around town all day long they aren't just staying at the lodge. So even if we did a low scale thing down there would be good. People that even come over from Ketchikan come over and been surprised by what Craig has had to offer.

At the public meeting on December 14, 2006 at 5 pm Ralph said the he knows that no one wants someone from the outside to come in and take over but we should consider soliciting proposals from a broad area so we can get someone that knows what they are doing and get some fresh investment in the area.

At the public meeting on December 14, 2006 at 5 pm Otis Gibbons said that one thing that he has seen over the years is some kind of weekend or seasonal open market that would act as a small business incubator for area small businesses. A mobile shelter put up in a parking lot would be a great way to start some sort of market on the property. Jim Stukey said that it's like the Stone Arts guy out at False Island. How many people know where he is? He could bring in some of his work and sell it in town during the summer. Kelly Mackie said that in Portland they have a street market going that takes up three blocks. There are a lot of businesses that are taking off from there. Jon Bolling said that it's not uncommon for that kind of thing to be converted in a parking lot. Kelly said just think of how many people we have here on the island. You look at all over that would want to come from both ferries running for a Saturday market if it got big enough. Mike Kampnich said that he never thought that the marathon would have ever become what it did for this island at all. I 'm glad that we are having good meetings and hearing different things.

At the public meeting on December 14, 2006 at 5 pm Ralph asked if anyone know how much renovation of the buildings was going to cost. Dennis said that it was going to cost a lot. Dennis also said that the city would be in charge of all the maintenance that has to be done. With buildings that size it's going to cost quite a bit.

7. Do you have any comments on the development timetable (Chapter 5)?

Kit Kraft asked at the public meeting held August 30, 2006: Were there ideas for phasing the project? Brian said that there had been some discussion, but that no formal phasing was in place yet. He said that in general terms the harbor was one of the first priorities. Brian said that some economic development/cost recovery was also high on the list, but that the overall development would be based on uses, interested parties and funding.

Barb Stanley asked at the September 13 5:00 pm meeting if the development plan was centered on phased development. Brian answered that some of the development would be laid out in phases, but it would be difficult to specify phases in the development plan because available resources will drive the order and pace of most of the development for items outside of the primary development. He said that the harbor, for instance, would be a top priority, but most other development would be hard to set a phased schedule.

Terry Fifield asked at the September 13 5:00 pm public meeting if the plan would be more a list of planned projects as opposed to a phased development. Brian said that was correct. The closest to phases of development that the plan would probably have would be the timetable at the end of the document which would put things into short (<5 years), medium (5 to 10 years) or long term (10 - 20 years).

Terry Fifield commented at the September 13 5:00 pm public meeting that there were a lot of things identified as being developed in the short term. Brian said that most of the projects have short term needs. He said that historical preservation was an example. The renovation or redevelopment may be medium or long term, but inspecting the buildings and taking steps to protect them from deteriorating further has to be done on the short term.

At the public meeting on December 14, 2006 at 5 pm Dennis Watson said that should really have a good idea of what the uses are going to be before the lots are created in order to have some flexibility as uses emerge in the future.

At the public meeting on December 14, 2006 at 5 pm Mike Kampnich also said that there may be some benefit to not developing the entire property right away.

At the public meeting on December 14, 2006 at 5 pm Jon Bolling said that he has not had anyone come up with any specific uses for the upland, but the waiting list for moorage is very long. He said that he feels that the harbor is one of the priorities for development of the property and that the new harbor should attract other users that will want to develop the upland.

At the public meeting on December 14, 2006 at 5 pm Jim Stuke said that it goes without saying that the harbor space may be more seasonal, there may be a few people that would stay all year round. When you generate and create a place where people such as cabin cruisers and pleasure boats are going to be then you will have a flow of people coming to this side of town. When you have boats like Silverado and Emily that stay here all summer you create a nice traffic pattern. When you have that you will have to have some kind of services that they will want. By putting in the harbor first you will have to think that will lead to what will be there.

At the public meeting on December 14, 2006 at 5 pm Dennis Watson said that he thinks that the buildings that need to be removed should be done on all of the property as soon as possible. Some of those buildings are just way too much of a liability right now.

At the public meeting on December 14, 2006 at 5 pm Mike Kampnich Said that he felt everyone was saying that planning the project in stages would be best.

8. Do you have any other comments?

Kent Miller commented in writing on August 14, 2006: No design standards are proposed for the site; such standards and consistent regulation could improve both the character of future development and resulting property values.

Eugene Natkong commented by telephone on August 29, 2006 that he was interested in purchasing the radio towers if they were removed as part of the development.

Mike McKimens commented by email on September 6, 2006: Has there been any discussion of a "Mariners Memorial" as part of this development?

Barbara Stanley commented at the public meeting held August 30, 2006: Since part of the purchase was being funded by a sale of municipal ANCSA 14(c)(3) lands that all development parcels should remain in public ownership and that none of the property should be sold into private ownership. She said that she felt that long term leases would accomplish the same as sales.

Greg Killinger commented at the public meeting held August 30, 2006: He agreed with Barbara that the city should retain ownership of the property. He also commented that there was an opportunity to keep some key historical features including some of the key buildings such as the old mess hall. He felt that the opportunity to move the library down was good and felt that the location was great for a library. He commented that he liked the concept of retaining the open/park space on the west end of the property. He commented that the walkway would be a benefit to the project for residents and visitors.

Paul Valcarce asked at the public meeting held August 30, 2006: Are any of the buildings on the site were being nominated for the national register? Brian said that it was being considered, but there were no definite plans and that the city would probably look to the Historical Society or some other group to lead any of those efforts.

Jim Seley commented at the public meeting held August 30, 2006: He agreed with Barbara Stanley the city should retain ownership and slow the development process.

Jim Seley commented at the public meeting held August 30, 2006: He said that he didn't want development of the property to preempt other projects in the city.

Angie Valcarce asked at the public meeting held August 30, 2006: What kind of historical grants were available? Brian said that he did not know, and had not gotten into that part of the project yet. Greg Killinger said that a lot of private foundations granted for projects like this.

Kit Kraft asked at the public meeting held August 30, 2006: Kit asked if by developed the city intended to lease or sell land. Brian said that all lease or sale options were still on the table. Kit commented that he would rather not see development on the cannery site compete with other local businesses or residential areas.

Jim Seley asked at the public meeting held August 30, 2006: What was the property zoned? Brian said that the property was currently zoned marine industrial, but that the planning commission was working on a new mixed use zone that would allow a variety of compatible commercial, marine industrial, light industrial and public uses.

Jim Seley commented at the public meeting held August 30, 2006: He was concerned that the city would sell or lease space on the property below market values. Brian said that city ordinance already requires that all leases or sales made by the city are made at a currently appraised market value.

Barbara Stanley commented at the public meeting held August 30, 2006: Perhaps it could be written into the development plan that development takes other existing developments and business in town into consideration and will try not to unfairly compete with them.

Angie Valcarce commented at the public meeting held August 30, 2006: That not competing with existing business would help the community as a whole and not take away from what is already established.

Jim Seley commented at the public meeting held August 30, 2006: He wanted to support the development and was happy to see the public input and information that was getting out so far.

Paul Valcarce asked at the public meeting held August 30, 2006: What level of development that the July 18 drawing represented. Brian said that the drawing was the end of the concept phase and the beginning of the public review phase of the plan. Paul said that this would be a good point to apply some architecture to the design for elements such as the waste oil area, parking, moving around the site, etc. Brian said that the concept plan was primarily to show items that were needed on the site and that the final drawing would be refined.

Barbara Stanley commented at the public meeting held August 30, 2006: She appreciated the time and effort that the planner spent in preparing the information.

Jim Seley asked at the public meeting held August 30, 2006: Would the public meet with the city council on the plan anymore? Brian said that all of the scheduled meetings would be open meetings or planning commission meetings and that the issue would not formally be back in front of the city council until towards the end of the process.

Lonnie Walters, Planning Commissioner asked at the August 31 public hearing portion of the planning commission meeting how Brian was arranging the public meetings. Brian said that he has a comment sheet that has eight different sections on it that they may put whatever comments they may have on it. Brian has distributed several copies of the draft plan. Many of the local businesses have been handing them out to the public. Brian would like to have anyone email, write, or call him if they have any questions and to submit written comments they may have about the development plan.

Rodger Sadler, Planning Commissioner commented at the August 31 public hearing portion of the planning commission meeting that the city planner had done a wonderful job putting everything together. The most important thing about the plan is that it's a public site and he wants to hear as much information from that public as possible. Rodger asked everyone if they had any comments or like, dislikes about the plan.

Gail Slentz, Planning Commissioner asked at the August 31 public hearing portion of the planning commission meeting about Brian's comment to someone at one of the meetings about a grant of one million dollars for development. She wanted to know if the money had a time line that went with it. Brian said that there is no time line on it that he knew about. They have started to use some of the money for improvements on the property including the boardwalk repair and the expansion to the parking lot at Ruth Ann's. Brian asked Jon Bolling who was attending the meeting if he knew anything about the grant having a time line. Jon told the Planning commission that it was a reimbursable grant and that it may have a time line of like five years. Jon added that he would also like to see about getting other grants to match the one they have already. Gail also mentioned that she would like to see a set plan at the end of the year of what they are going to do with the property. She wants to see a timeline of what the million dollars will be used for. Jon spoke again about the grant and said to the planning commission that the money can be spent on just about anything that needs to be done. There is not a specific project that needs to be fulfilled. We can get building work, water and sewer system, roads or any other projects. Brian said that at the end of the year there is nothing saying that we have to have the first million dollars go to anything specific. We will have a plan of what needs to be done and what doesn't need to be done and the city should be able to allocate the funds to meet the goals of the plan.

Cheryl Fecko asked at the August 31 public hearing portion of the planning commission meeting how much money doe the city plan setting aside for other projects that they have going on around town. She doesn't want to see the cannery site take away from other city projects. She does want to see something done with the site to improve it. She just knows that we have other priorities in town that need to also be done. Brian spoke and said that there are ongoing projects within

the city, but the funding for those projects would not be impacted. The only money right now for the Ward Cove site development is what the State has in the grant for us to use exclusively for that development project. He also mentioned that there may be a time in the future that the City of Craig may use some of its resources to continue development. Gail Slentz spoke and said that she would like a list of City projects going on. She also wanted to know about the timber receipts legislation. Jon Bolling said there is a timber program that we have been receiving funds from since 1992 and that it is about to sunset this year. This month we had one person from the City of Craig and one from the School Board go to Washington D.C. Congress is trying to reauthorize the program since many communities depend on it for support. With out the City getting this timber receipt funding the school will not get as much money. That money is a big part of the school's budget. Other parts of the funding goes to road repairs, gravel, grading time and maintenance. Part of the timber receipts program has funding that is for special projects. Gail asked if the money doesn't come in will the school have to cut back. Gail also asked how property taxes related to the school funding. Greg Head said that the City has not saved any money in anticipation of the program coming to an end. This in turn creates a big problem to try to come up with the future funds for the school to have. Greg said that was one of the arguments against using the endowment fund to pay for the Ward Cove site in the first place but all of the public comment was in favor of the purchase.

John Larsen asked at the August 31 public hearing portion of the planning commission meeting about the property having any kind of financial debt? What kind of time line is the City looking at to get in done? Do we need to just get funds together? Brian said that the City purchased that property last April. He feels that the City has a good record on its development projects. Brian feels that the City shouldn't have any problems trying to get funding for different projects at the site.

John Larsen commented at the August 31 public hearing portion of the planning commission meeting that he would likes to see some money spent on a gate or fence. He's afraid that someone may get hurt wanting to go and walk around while construction is under way. He also said that he thought that some clean up needs to be performed.

Lonnie Walters, Planning Commissioner, asked at the August 31 public hearing portion of the planning commission meeting what we are going to do with all the stuff we have at the site. He feels that we need to store the good left on the property somewhere safe from elements and possible vandals.

Roger Sadler, Planning Commissioner, commented at the August 31 public hearing portion of the planning commission meeting that he has heard a lot of great comments. He feels that people are glad that we purchased the property, so it didn't get in to the hands of a private outside developer. He has heard different people discuss about parts of the property being sold for private development. The only thing that he could see happening with that would be having the City have control over what kind of business was being conducted or what is being built. He also mentioned that we had a lot of different kinds of businesses that could be compatible with each other in the development plan.

Bill Altland, Planning Commissioner, commented at the August 31 public hearing portion of the planning commission meeting and gave his thanks to everyone that came in to talk. He appreciates all the information that they have to talk about. The planning commission needs to know about the public thoughts on the project.

Marge Young commented at the September 13 Noon public meeting: She commented that she really liked the plan overall. She asked if the \$2 million grant that was in the paper recently would be used at all for the development of the site. Brian answered that the \$2 million dollar grant was for development of a processing/cold storage facility at False Island, but that the city had received a \$1 million grant from the Alaska Legislature for development of the site. Brian said that the city was still looking on how to use that and the results from these meetings and the

planning process would be a big factor in how that money was spent.

Ralph Mackie commented at the September 13 Noon public meeting that he lived on First Street (First and Spruce). He commented that he has been walking on the boardwalk for years and is really happy to see the improvements. He commented that his main concerns were that the boardwalk be preserved; it should be part of the long term plans. He said that it is an attractive feature of the property.

Ralph Mackie commented at the September 13 Noon public meeting: He commented that if there was a chance to attract someone who could provide jobs (he suggested Bill Gates) that would help the year round economy then we should incorporate that into the development plan.

Barb Stanley commented at the September 13 5:00 pm public meeting that she would hate to see certain decisions made now prevent changing needs in the future.

Barb Stanley commented at the September 13 5:00 pm public meeting that she was tired of hearing people say that we live in an ugly town and that the open space would help.

Jim Seley commented at the September 13 5:00 pm public meeting that he had originally pursued the project as a developer. He commented that he had a fear that we may be moving forward too quickly. Jim suggested that we form some committees to look at the various aspects of the project, such as the historical aspect. He said he realized that the town needed something that generates jobs, but there is plenty of private property that is vacant. He said that there is no reason to hurry this project along.

Jim Seley commented at the September 13 5:00 pm public meeting by saying that the development should not make it more difficult for current business owners.

Barb Stanley asked at the September 13 5:00 pm public meeting what the city wanted to generate as revenue from the site. Brian said that there was no set figure, however the city lost about \$10,000 per year in property tax that it would like to realize in the short term. Brian said that the city used the earnings from the endowment fund to purchase the property. He said that this funding has been used for special projects over the last couple of years that are unavailable until the debt service is paid off. He said that this is not a loss to the city's operating revenue, but that other special projects cannot be funded from that source until the debt service is paid off. He said that this may be between 3 and 7 years, depending on some current efforts to secure grant funds to help repay the debt. In addition to the property tax and debt repayment there have been some additional costs, including a caretaker (for the first year), heating fuel and utilities. Brian said that strictly from a revenue perspective that the city probably needs to realize enough to replace the property tax revenue and pay the utilities to break even.

Terry Fifield asked at the September 13 5:00 pm public meeting how selling portions of the property would fit into that process. Brian said that by selling parcels it would generate income from the sale, put the parcels back on the tax roll and encourage private development. He said that leases of parcels would also put the property back on the tax roll and encourage private development in addition to the lease fees collected by the city. Brian said that private development of improvements on sale or lease parcels would significantly increase the potential property tax revenue.

Terry Fifield commented at the September 13 5:00 pm public meeting that this public planning process was a good direction to go. He said that people were concerned when work started on the parking lot before the plan was finalized.

Barb commented at the September 13 5:00 pm public meeting that she appreciated the discussion on the fiscal issues and that it helped her in her thoughts on the property. Brian said that there was a lot of potential for public uses and for

economic development and that the process hopefully would find a balance.

At the public meeting November 9, 2006 Pete Rice asked if there was any discussion about keeping the steam engine. Brian said that we have had discussion on keeping the steam engine as well as the boilers and some boardwalk.

At the public meeting on December 14, 2006 at 5 pm Marge commented that she has been really impressed with what the City has done over the years with the harbor development. She said that when she found out that the City was going to get this property she was excited and she hopes that with this development that the down town area really comes back to life.

Appendix B: Development Map